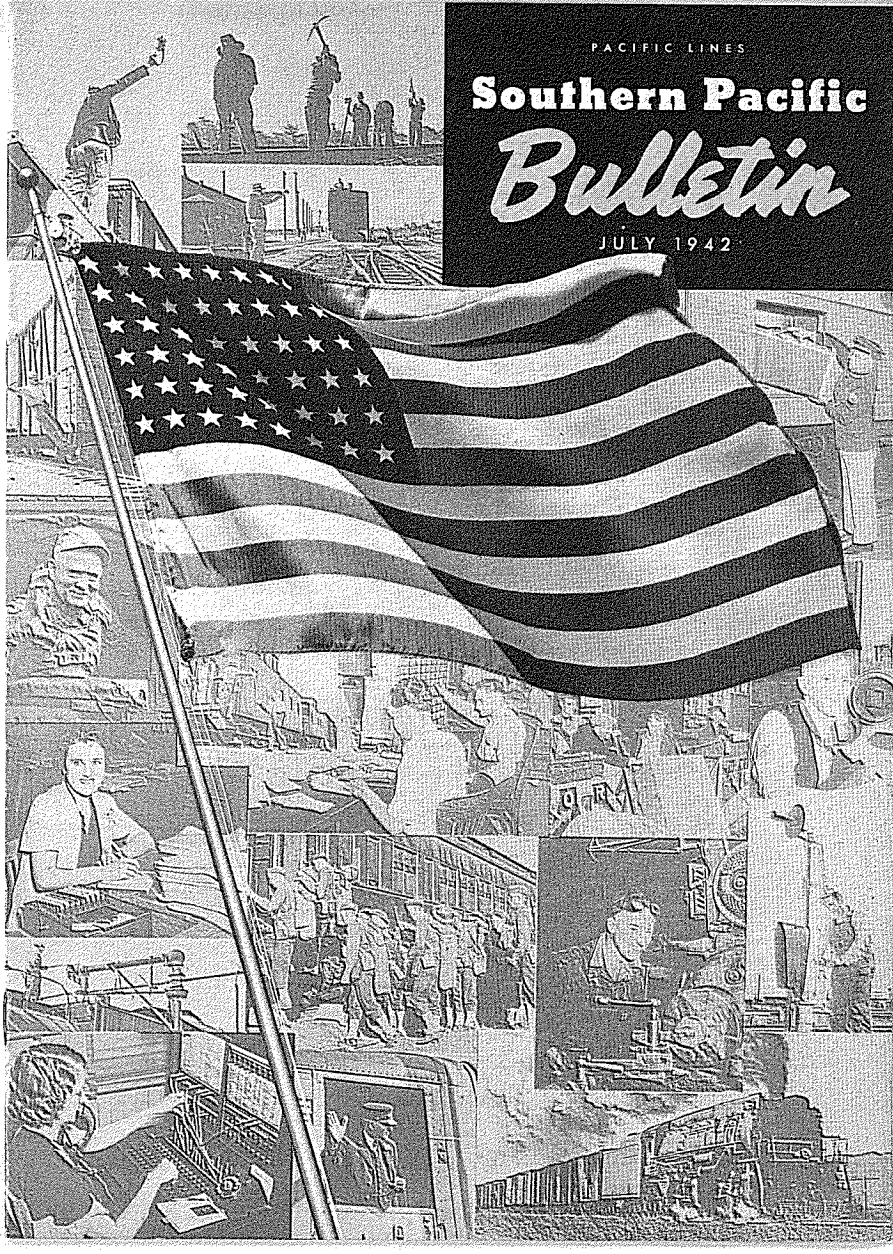
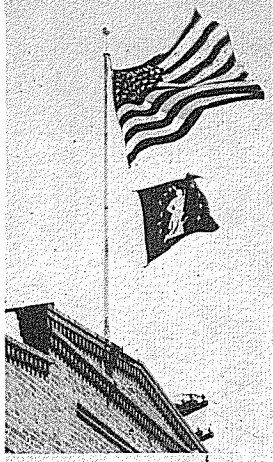

PACIFIC LINES
Southern Pacific
Bulletin
JULY 1942





"I Pledge Allegiance . . .

. . . to the Flag of the United States of America and to the Republic for which it stands; one Nation, indivisible, with Liberty and Justice for all."

Fine words, these; as stirring to the hearts of Americans as any ever written. They will resound throughout the land this Fourth of July as flags fly high and faith and resolution hold firm.

But we wonder this . . .

How many men and women will give the pledge of allegiance on this Fourth of July who have given nothing to their nation's war effort? How many men and women will stand moist-eyed, with arms outstretched before their flag who have done nothing to keep it flying; who have spent not a dime for war stamps, who have given not a minute to civilian defense, who still live their days in peacetime pastimes? And we wonder what will be in their hearts as they give their pledge.

A pledge to the flag is a wonderful thing; for in stirring the minds of men and women it serves a noble purpose; but this war won't be won by a pledge to a flag, nor by any thousands of such pledges. This is a war of steel, and guns, and tanks, and planes; this is a war of "blood, sweat and tears!" This war will be won by *FIGHTING*, by *PRODUCTION*, and by the *SACRIFICE* that makes this fighting and production possible.

Which reminds us . . .

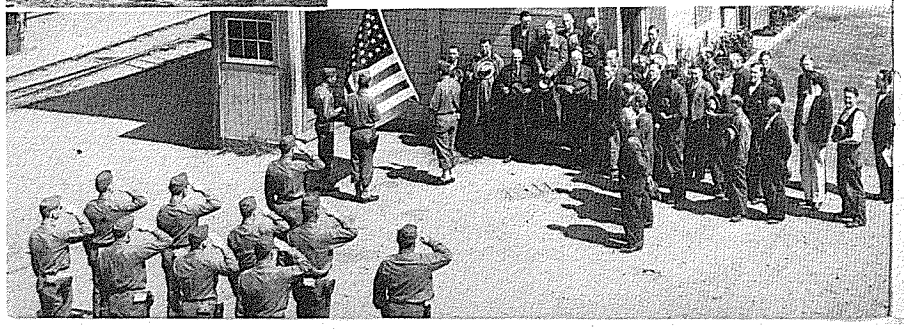
One of our nation's leaders has said that a great step in the war effort will be taken when **all** workers are buying War Bonds through payroll allotment. Yet, on this Fourth of July there will be 25,000 SP'ers who are not doing this. Twenty-five thousand!—almost all of them steadily employed. Can they stand and pledge allegiance to their flag with clear conscience this Fourth of July?

And are *YOU* one of them?

PLEDGE ALLEGIANCE to your flag!
Back it up with a PAYROLL ALLOTMENT PLEDGE!

LIBERTY BELL—1942 Model: Not much for looks but teeming with patriotic inspiration is old 1776, the six-wheeler Mogul locomotive of 1902 vintage that's so familiar on the swing run between Roseville and Sacramento. "We've called her 'Old Liberty Bell' for many years now," says Shopman Fred Moseley of Sacramento, "but I guess her number and what she's doing mean more to us this year and this month than they ever did before. When we hear her bell ringing, and when we see her steaming by with a full load of defense freight, we like to think that she's carrying on the spirit of the original Liberty Bell that's now on disability pension. Yes, sir, the Liberty Bells of 1942 are on our own trains and they're tolling out that same victory song that rang through the world in 1776. Keep your steam up, Liberty Bell, and Keep 'em Rolling!"

FLAGS fly high these war days and those pictured here are typical of the hundreds flying over railroad facilities on Pacific Lines. ● Waving proudly with Old Glory at the top of the page is the Treasury Flag awarded to the Iron and Wheel Foundries at Sacramento Shops, whose employes signed up 100% for purchase of war bonds through payroll deduction. ● A new flag is raised for the first time on a new pole at the Alhambra Roundhouse recently. The 130 men on the day and night shifts purchased the flag. Those shown around the pole are SP ex-service men acting as an honor guard at the ceremonies. L-R: Roy McCain, Douglas Sears, M. Aguirre, E. A. Foster, J. L. Elkins, H. R. Kelley. Machinist A. W. Biddlecomb gave a tribute to the flag to close the ceremonies. ● Below is pictured a flag raising at the Bayshore Yard Office, in which army officers and men participated. Inspector Foreman Sam Miller was in charge of the program to honor the flag purchased by donations from car inspectors, enginemen and yard clerks.



OUR LINES TO THE FRONT

Railroad's Communications System Holds Key to Success of Our Wartime Operations

HAVE you ever watched a telephone operator at a busy switchboard; watched the swift response of flying hands as lights blink on, blink off; marvelled at the deft criss-crossing of wires, the sure plugging-in, plugging-out as call follows call in split-second procession? The procedure looks amazing enough under the best of conditions, but recently our San Francisco operators carried on this magic while their switchboards were being moved from one room to another.

All this took place on April 17 when the thirteen switchboards in the General Office were moved one hundred feet to larger quarters. It was a ticklish business, indeed. The move itself took only eight hours, but fifteen men worked for over three months on preliminary plans to insure service being uninterrupted while the change was made. Moving the boards at a direct angle through narrow doors, handling the 150 cable-miles of wire, all without a single interruption in service, constituted a job never before attempted and some doubted it could be done.

The move was necessary to make room for the addition of three more switchboards. In the space vacated, additional PBX (Private Branch Exchange) equipment is being installed to handle 2000 stations in San Francisco and the East Bay now working off PBX Douglas 1212.

Not only was this move interesting from a technical angle, but as characteristic of the expansion taking place in our telephone service generally it is of particular interest to SP'ers.

From Coast to Coast

It's pretty well known that we're the only transportation system owning and operating our own transcontinental telegraph system and that our telephone circuits encompass the entire West, but it's not so generally known that the operations of this vast communications system are now at an all-time high. On one day, for example, we handled 300,000 telephone calls, a total that compares favorably with the average daily calls handled in cities like Corvallis, Redwood City, Alhambra; and considerably more than Yuma.

A comparison with operations during World War I reveals the extent of growth in telephone operations. At that time we had but two lines across the bay; today we have fifty-two lines equipped to handle 15,000 calls a day. In 1918 our long-distance calls were limited to 150 miles; today, calls from Portland to El Paso, a distance of over 2000 miles, are common.

Facilities Expanded

To handle this tremendously increased volume of telephone calls, nineteen positions of switchboards have been added on Pacific Lines. Some were additions to existing switchboards, others, particularly in the vicinity of new military camps, were the first ones installed. Other additions to our telephone equipment include a new and improved dial system, replacing the manual telephone operation at Klamath Falls; installation of telephone carrier channels to increase wire capacity between Portland and Eugene, San Francisco and Salinas, Tucson and Phoenix, Dunsmuir and Klamath Falls, Klamath Falls and Reno; and installation of over 700 new telephone stations.

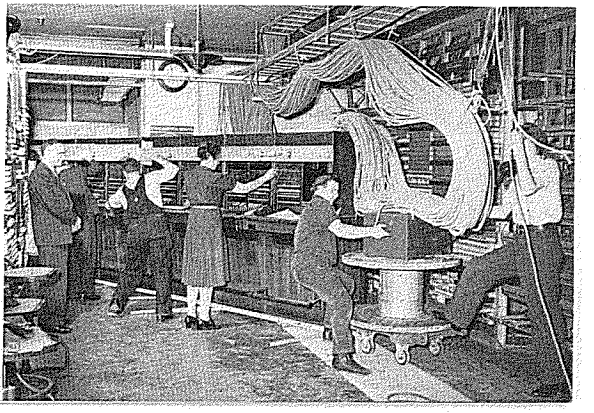
Increase in telephone personnel has kept step with increased activity. Over fifty telephone operators have been added to the payroll, giving us approximately 200 operators in charge of the thirty telephone exchanges throughout the system. Head work is as important as hand work in the duties of these operators who handle all calls from the public as well as make connections on company long-distance calls. These operators personify SP as "The Friendly Railroad", and they frequently render valuable aid in putting the general public in touch with individuals or departments to handle specific questions. Sometimes, of course, they are

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GEO. P. SMITH, *Asst. to Editor*
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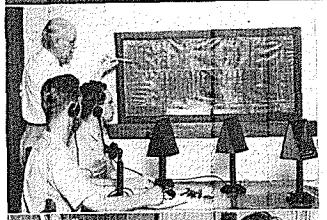


JOB OF MOVING thirteen switchboards in the General Office Building to larger quarters was no child's play, as the pictures on this page will testify. In the one above, the switchboards have been put on rollers and the movement is about to begin with the boards remaining in operation. The cables seen are connected to a second line of switchboards at a temporary location in the new operating room. The two lineups were joined together to form the fifteen boards pictured on the next page. The lower picture shows the board after having been moved about thirty feet. The slack shown in the cables in the racks along the ceiling will be taken up when the switchboard is installed in its new location. Over 150 cable miles of wire were handled during this movement without a single interruption in telephone service. More details regarding the movement, and the work of the department generally are given in accompanying story.





A BUSY ROOM is this new location of PBX switchboards in SP's General Office with a record number of fifteen boards now handling calls from over 2000 phones. The story of moving the boards without interrupting service begins on page three of this issue.











WANT TO BE A TELEGRAPHER? The SP is anxious to help you as seen by the surrounding pictures of SP telegraph schools in El Paso and Oakland, whose activities are described in the accompanying story. ● Top picture in left column shows D. C. McGovern, telegraph school instructor at El Paso, with two of his students. Next below shows Instructor Glenn Willis of Oakland School, explaining details of train dispatcher's work sheet to beginning student. Lower picture finds Willis instructing girl students in operation of tape perforators for transmittal of messages. ● In foreground of Oakland class, pictured lower left, is R. E. Steere, assistant superintendent of telegraph, with Willis at blackboard. Below, right, McGovern supervises class studying the telegraph instruments at El Paso.

stumped, as in the case of the operator who was asked to locate Mr. Brown. The party calling didn't know Mr. Brown's initials, department or telephone number, but did know he had light hair, pale face, a wife by the name of Evelyn and . . .

Our entire communication plant is at the disposal of the army in event of emergency. We cooperate directly with the Fourth Interceptor Command by reporting airplane flights from observation posts located at isolated points on the railroad where no other telephone facilities are available. In addition, the army uses our long-distance lines between points where guards are stationed. Typical of the army's reaction to our ability and willingness to give them every service is a letter from Major John C. Gray who wrote in part: ". . . thank you for the fine job that was done in investigating the possibility of organizing observation posts using your company's communication facilities. We are indeed grateful to you, not only for your willingness to cooperate in establishing observation posts, but also for the very thorough field of investigation you made."

Our wire plant now covers over 100,000 miles. Obviously it is no small matter to see that service is uninterrupted over every mile of the plant. A force of 100 repair men are on duty constantly and seldom a day passes without calling for their resourcefulness in maintenance activity. During storms, floods, slides, and the like which will occur on even the best-regulated railroad, their job becomes herculean. For example, the silver thaw on the Portland Division last winter toppled 400 poles around Eugene. To resume service even on a temporary basis, five extra gangs made up of 165 employes had to string 182,000 feet of rubber-covered wire.

Yes, it's a big and important business, this telephone system of ours, and it's playing its part well in the amazing job of railroading that the Southern Pacific is doing today.

- v -

Telegraphers Are Trained At Two SP Schools

HIGH school graduates who want to learn railroad telegraphy, a trade vital to the war effort, are today being offered an unusual opportunity, free of cost and with guarantee of a job following satisfactory completion of their training. Moreover, in most instances Southern Pacific can supply temporary employment which will support them throughout the schooling period.

Anticipating some six months ago the present heavy demand for telegraphers, the railroad's Telegraph Department entered an entirely new field of endeavor by establishing two free telegraph schools at Oakland Pier and El Paso. This has been so successful that of some 175 telegraphers hired in the past few months, approximately 75 have qualified for their jobs as a result of the Company courses.

Each school has a daytime and an evening class, and many students are attending before or after working hours on their regular jobs. For those who need jobs during the training period, various temporary clerical positions are open both at Oakland and El Paso.

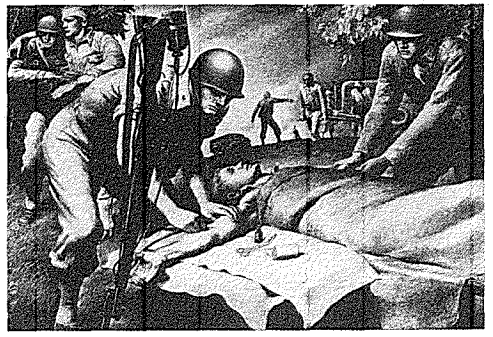
Although many students are recruited through advertisements which the company places in local newspapers, a considerable number have come out from the east and middle west on recommendation of the United States Employment Bureau, the Railroad Retirement Board, or the Kansas City Telegraphers Club and Employment Bureaus, O.R.T., through SP Telegraph Offices at St. Louis and Chicago. Only requirements for enrollment are that the applicant be a high school graduate, not less than 18 years of age, ineligible for the draft for at least eight months, and able to use a typewriter.

A student without previous experience ordinarily requires six months to complete the course and pass his examination, but some have cut this time almost in half. The examination covers the student's ability to send and receive Morse Code at a reasonable working speed, and a general knowledge of the book of operating rules of the railroad.

In addition to training students without previous experience, the schools are also open to men who need merely a "brush up" course to qualify. Of the 75 students graduated by the Company schools, approximately half have been in this category. Instructors are Glen A. Willis at Oakland Pier, and D. C. McGovern at El Paso. R. E. Steere, assistant superintendent of telegraph, has charge of both schools.

- v -

Praise From the Army: During the "Quartermaster Quarter-Hour," weekly radio program broadcast over Station KSL in Salt Lake to explain the various activities of the Army's Quartermaster Corps, Major Charles H. Voeller had this to say about the workings of the American railroads in connection with the war effort: ". . . I don't believe that I could say anything better than that the railroads of America are cooperating with the United States Army, efficiently, loyally, and well. We of the Army appreciate the importance of this cooperation—and we well know that it will be an important factor in our assured victory."



FOR THE FIRST TIME in military history, lives can be saved by the use of blood plasma transfusions right on the field of battle. **YOUR BLOOD** can fight in this war: can save the lives of American soldiers and sailors, if you will donate but a pint of it.

Want to Know How to Save a Life?

ON A battlefield of World War II, a soldier falls writhing as a razor-edged steel splinter slashes his thigh. Before emergency treatment can be given in the heat of battle, he has lost enough precious lifeblood to seal his doom under old systems of treatment.

But shortly later an army surgeon mixes sterile water with a golden powder and transfuses the liquid into the soldier's thirsty arteries. He stirs and becomes conscious. The miracle of modern blood plasma has saved his life.

Wouldn't it be thrilling to know that *your* blood would save the life of one of our fighting men on a battlefield thousands of miles away? You can have this thrilling satisfaction by becoming a blood donor. The American Red Cross and the Irwin Memorial Blood Bank are providing thousands of units of human blood a month. This service is meeting a basic and humanitarian war need. Through it you have an opportunity to take a vital part in the war program.

Every member of the SP family in the San Francisco Bay Area, also in Los Angeles and other cities, can do his or her part in this great cause. Giving blood is harmless and completely painless.

Give your blood to save a life!

Office supervisors in the SF area will be glad to arrange for you to take Company time to become a donor at either: Irwin Memorial Blood Bank at 2180 Washington St. (Wa: 5600); American Red Cross Blood Procurement Center, 2415 Jones St. (Gr: 9373).

Army Bomber Crash Takes Life of Former SP'er

THE tragic crash of an army bomber in Florida, June 12, brought death to Edwin Joseph Clark, former clerk in the SP Controller's Office in New York City. Clark served continuously in our New York office from February, 1929, until his enlistment on December 8 last year. Recently he graduated from an Army technical school, ranking third in a class of five hundred, and was to have received a sergeancy appointment on June 15. He leaves his parents, Mr. and Mrs. Frank Clark, and three sisters.



E. J. Clark

Changes are Under Way in Off-Line Agencies

SUBSEQUENT to the retirement on pension June 1 of S. C. Chiles as freight traffic manager at New York City, important changes in eastern territory and personnel were under way as the *Bulletin* went to press. General Traffic Manager W. W. Hale had already announced division of territory under his jurisdiction into two districts—Eastern Territory, under direct charge of W. G. Peoples and H. H. Gray, who were appointed effective June 5 to positions of freight traffic manager and passenger traffic manager, respectively, with headquarters in New York City; and Midwestern Territory, under direct charge of C. T. Collett, freight traffic manager, and O. P. Bartlett, passenger traffic manager, with headquarters in Chicago. A full report will be in the next issue.

General Office Women Swing Into Action on War's Morale Front

THE theme song of this story is *ACTION.* It concerns the war, as what story doesn't these days; and it concerns what a valiant group of women from the Southern Pacific are doing about that war; but most of ..ll it concerns the manner in which things fly and things get done when Barbara Pell and Genevieve Beane take the lead. They insist that their part was small and that nothing could have been accomplished without the keen cooperation of hundreds of co-workers. In this they are true, but the same is equally true of General Douglas MacArthur.

Miss Pell is a comptometer operator in the Executive Department, Mrs. Beane is chief clerk in the Calculating Bureau of Auditor Disbursements, and both of them carry a full share of the load that is making SP *THE* railroad of the nation today. This, many of us are doing, but the team of Pell and Beane stays in high gear even during so-called leisure hours to see that their many wartime doings get action.

When, at the beginning of the year, these two go-getters joined the Women's Chamber of Commerce as SP representatives, they served on a committee for a service dance at Hospitality House. A routine matter it was, but far from routine was the manner in which the good ladies made things move by telephone and briskly worded memoranda. The result of all this came to light on the night of the dance when thirty-five young SP girls in formal dress served as Junior Hostesses; when 75 cakes, 156 Easter eggs (it was that time of year), and a cash donation, all combined to assure the success of the evening. These things also assured the reputation of Barbara and Genevieve, whose energetic ability to get such things done drew this remark from Hospitality House personnel, who see lots of soldiers' parties: ". . . it was the first party where the boys came and stayed their entire leave." Enough said! Any sol?ier will tell you that's the acme of praise.



SERVICE KITS being filled by General Office workers above (l-r: Charlotte Beggs, Jean Smogrow, Dorothy Roddy, Ethel McCullough, Lillian Holbrook, Mary Gray) are for distribution to men in armed service.

CENTRAL COMMITTEE for coordination of war work done by women employes in General Office. Seated, l-r: Mary Vieira, Nell Liston, Genevieve Beane, Barbara Pell, Mary Nolan. Standing: Marion Huffman, Bee Benjamin, Marie Baumsteiger, Sue Ford, Catherine Heintz, Athleen Revor, Peggy Olson, Ethel McCullough, Della Anderson, Janet Henry, Dorothy Plate. Other members appointed later and not in picture: Katherine Haeslott, Jean Smogrow, Myrtle Gorman, Betty Parliman, Sue Henderson, Mary Richardson, Claudia Osborn, Mildred Paterson, Vera Samples, Grace Deane, Maude Thurston.



Hostesses Fingerprinted

That was the beginning. Next came the American Red Cross with a request for a permanent list of SP Junior Hostesses to be called for service dances at military and naval posts in the Bay Area. For the industrious SP combination of Pell and Beane, this was a breeze. Not twenty or thirty, not a hundred girls were listed; but over two hundred! And more are signing up daily. All of them are fingerprinted and registered for identification by officials of the Red Cross. The value of such efforts was demonstrated recently when a double-alert was suddenly relaxed in San Francisco and hundreds of soldiers given unexpected leave. The American Women's Service League organized a dance and SP responded on a few hours' notice with a group of Junior Hostesses. Chalk up another win for Barbara Pell and Genevieve Beane.

ARMY DANCE at Yacht Harbor in San Francisco found 150 SP General Office Girls serving as Junior Hostesses under the supervision of Genevieve Beane. This dance is characteristic of the many given men in the armed service, attended by SP girls.



Kits for the Boys

Then there's the matter of the service kits. The San Francisco League for Service Men supplies cloth kits to anyone who will fill them with standard articles for service men. Combs, tooth powder, shaving cream, shoe laces, nail files, wash cloths, soap, buttons, safety pins, darning cotton, razor blades—all those items of A-1 priority rating in the lives of our service men—have to be bought and packed into the kits, for without them they are about as serviceable as a balloon without air. The SP Club approved the kit idea as outlined by Mrs. Kirk Whitehead of the League. To start the ball rolling, or rather to start the kits a-packing, the club appointed a committee headed by . . . Barbara Pell and Genevieve Beane. And the ladies got action; brisk, thorough, continued action. Over four hundred service men are now carrying kits filled by SP ladies, and hundreds of additional kits will be filled during the coming weeks. Each kit carries a personal note from the donor to the unknown user; a short word of thanks for the sacrifice the boys are making, a word of cheer from American to American. What these kits mean to the men is best expressed by this excerpt from a letter written to one of the SP donors: ". . . During an extended alert we ran out of cigarettes except for the package in the kit you sent. I was offered a dollar for that package, but wouldn't sell because it was a gift and a reminder of what you folks were doing for us. It sure is a lot easier to fight in this war when you can feel that everyone back home is thinking of you and working for you."

Night Canteens

Most recent of all endeavors is the night canteen service. That takes a bit of explaining. Many people, when they hear of the American Women Volunteer Service bringing sandwiches, coffee and cigarettes to soldiers guarding bridges and camps at night, wonder why the Army itself doesn't feed its men. The Army does, of course; but not many people know how lonely and cold and monotonous a sentry's job can be—nor how cheering can be a midnight visit from a volunteer worker bringing these sandwiches, cigarettes and coffee. This is what the Women Volunteers do, and needless to say, in the metropolitan district of San Francisco, it takes some doing. That's where the SP ladies enter the picture. The last Friday of each month is SP night at the Market Street Canteen, and here SP volunteer workers make up the coffee and the thousand to fifteen hundred sandwiches that are delivered to soldiers at their posts.

Things have been coming almost too thick and fast lately. Just the manual work of preparing fifteen hundred sandwiches is no child's play, and the money needed to buy the ingredients is not chicken feed, so a central committee has been organized with Miss Pell and Mrs. Beane as co-chairmen. On this committee, there's a representative from each department, and the ladies mean business. They mean to set up a working fund instead of raising money for each project as it is needed. They are tapping their fellow workers—men and women alike—for 25 cents a month to build up this fund and they mean to build it high enough to accomplish the war-sized goals they're faced with. They plan to continue sponsoring SP Junior Hostesses, they plan to fill more and more kits, they plan to make more and more sandwiches. In addition, they are stimulating interest in donating blood to the Red Cross Blood Procurement Center and the Irwin Memorial Blood Bank. They stand ready to cooperate with any organization aiding the American war effort.

The work will go on. These ladies don't think much of campaigns and drives and rallies and such ordinarily short-lived efforts. They regard this work of theirs as continuous until the last bomb is dropped and the last shot fired.

By such spirit are victories won.



DO YOU REMEMBER when floats such as the two pictured above were featured in July Fourth parades during the First World War? These were entered by SP in the Sacramento parade of July 4, 1918. Showing women taking over production duties on the home front, and the importance of the Red Cross to the fighting men, these floats accurately reflect the spirit of today despite their age. Mrs. Melissa Moffit of Central Timekeeping Bureau, who took the part of the Red Cross Nurse, tells us the parade was 44 blocks long.

"Men, Machines & Victory"

LAST year, 460,000,000 man-days were lost in the U. S. through industrial accidents that might have been prevented. In peace time such a loss is shocking; in wartime it might well be fatal. Steps to curb this accident toll are being taken by the War Production Fund to Conserve Manpower in a movement that is backed by the President of the United States and the Chairman of the War Production Board. Each Friday night (7:15 to 7:30) until July 24, radio stations of the NBC Blue Network will carry the program, "Men, Machines and Victory," dramatizing what the nation is doing to prevent accident loss of man-hours. Listen to these programs; ask your friends to listen; keep informed about the campaign to protect our soldiers in overalls.

- V -

Tea Room & Library at the General Office is now in charge of Librarian Opal Canine, popularly known throughout the building and formerly a secretary in the Vice President-General Manager's Office. Mrs. Canine is eager that all employes get acquainted with the facilities for preparing and serving lunches in the Tea Room, and that extensive use be made of the many volumes of new fiction, non-fiction, and technical books on the Library shelves.

From Near and Far comes News of our Railroaders in Armed Service

HERE'S the Fourth of July, 1942, men, and we send you a patriotic greeting and a further word of gratitude for the fighting part you're playing in the great war drama of the day. This Fourth the flags are flying all over your railroad as never before. Scarcely a station, scarcely a roundhouse, scarcely a yard office throughout Pacific Lines that doesn't display Old Glory in some manner to remind us constantly of the struggle at hand and our duty to back up your fine efforts to the utmost of our abilities. This we are doing; this we will continue to do until you come back to your railroad stations, your railroad roundhouses, your railroad yards—bringing the victory with you.

When the Jap navy stuck its miserable neck out too far in that Midway engagement, one of the American fighting planes that buzzed down on it with guns blazing was piloted by our own **J. O. Adams** of the Division Engineer's office in Tucson. Nice shooting, Mr. Adams and Company.

Two skiing railroaders will meet when **Carson White** and **Norman Blanchet** get together in the Shasta country for a Summer Ski Meet. Both, now in the navy, were widely known in the General Office and in California skiing circles.

It's now Lieutenant (JG) **Dave Ayers** of the U. S. Navy, since his recent promotion from the rank of ensign. Dave is operating from the Navy Base at Treasure Island, is a skipper in his own right, and the son of proud father D. T. Ayers, superintendent of Freight Car Service. To Dave, who formerly worked for PFE and SP in San Francisco, congratulations from all of us.

And there's another new Junior Grade Lieutenant in our Navy, since **Kier Brooks** of the Advertising Department accepted a commission and trekked to the Atlantic Coast for training.

Corporal **Wm. Monde** of the Field Artillery, took part in the spectacular army show in San Francisco on MacArthur Day. Bill, who was a track laborer in Bakersfield, had his picture in the February *Bulletin*.

What goes on at Camp Callan, San Diego, was told to PMT'ers in the General Office by their former co-worker, Corporal **Ed. Silgalv.** Ed stopped en route to Officers' Training School in Wilmington, N. C., where he hopes to earn his bars at the completion of the 13-week course. Another PMT employe, **Dick Biggs,** son of General Freight Agent C. M. Biggs in Los Angeles, came through the Pearl Harbor bombing unscathed. As a lieutenant, Dick commanded a gun crew that blazed away at the attacking planes and his main recollection of that historic day is his wrath over not downing a Jap.

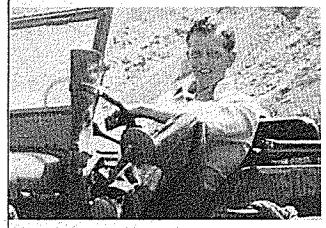
Lou Holtz of the LA Duplicating Bureau says naval life is all right, but he's "sure looking forward to the day our ship steams in through the Golden Gate and we can march up Market St. with the SP band and say 'boys, it's all over!' " And we're all looking forward just as eagerly to greeting you, Lou, and the rest of you SP'ers, on that happy day.

The SP Club at Los Angeles lost an able publicity man and the *Bulletin* lost an ace correspondent when the army recently tapped **K. P. Ginn** on the shoulder and said, "Let's be going places!" Kenny, personal record clerk in the Division Supt's office, said, "Hope they don't get my initials mixed up with Kitchen Police too regularly."

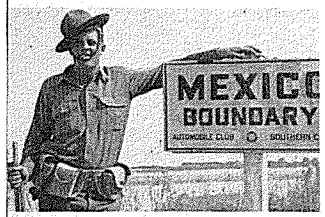
Sgt. **Geo. H. Pray** of the Aud. Passenger Accts. gives us a boost when he says, "After reading through an issue of the *Bulletin* it seems like I am not so far away from everything, after all." Neither you nor any of the rest of the gang are far away from our thoughts, George, and our wishes for all good luck. Incidentally, Pray puts in his bid for serving longest time in armed service of any SP'er during this wartime period. He joined the Army Sept. 16, 1940. How about it, men?



W. DALTON HENDERSON is the smiling flyer pictured above. He worked in the Auditor Disbursements office and, while he was an aviation cadet when this picture was taken, we proudly report that he's been wearing wings since June 26.

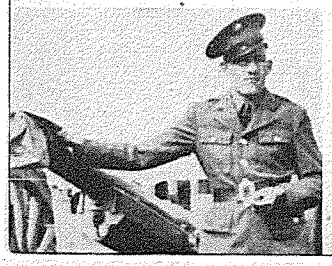


ALBERT HAMMER, the nonchalant young fellow in the jeep above, comes from the B&B Depart. on the Los Angeles Division—but he's a long way from home at present. Al is a first class private with Uncle Sam's army down South America way.



ALVIN R. BRADFORD, below, stands with one foot in the U. S., the other in Mexico. He was a pumper on the S. L. Division but is now serving with a crack Field Artillery unit. Bradford, Sr., recently retired as pumper, also on the S. L. Divn.

PROCOPIO SAIS pats the muzzle of a gun that plays an important part in his Field Artillery outfit. He was formerly a porter at the SP hotel at Carrizozo, is now a private in the army.



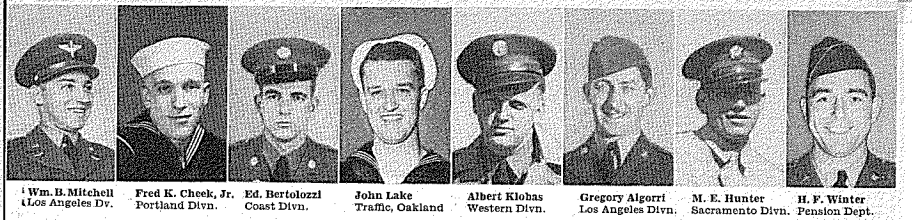


H. H. WITTEKIND, at the left, above, is serving as a captain in an engineering battalion. He was formerly with the Stores Department at El Paso, serving as district material supervisor of Eastern District.

J. A. HOLMES, above, right, is a lieutenant, now serving with U. S. Signal Corps overseas. He was formerly in the Engineering Department on Portland Divn.

HOWARD E. WATTS, below, wears a captain's bars at Fort Crook, where he is Post Quartermaster. Says he likes the work but is itching for action. Howard served as head clerk in Motive Power Dept., Ogden.





Wm. B. Mitchell, Los Angeles Dv. | **Fred K. Cheek, Jr.**, Portland Divn. | **Ed. Bertolozzi**, Coast Divn. | **John Lake**, Traffic, Oakland | **Albert Klobas**, Western Divn. | **Gregory Algorri**, Los Angeles Divn. | **M. E. Hunter**, Sacramento Divn. | **H. F. Winter**, Pension Dept.



Patrick Mariano, Western Divn. | **C. J. Michielsen**, Sacramento Divn. | **F. V. McKenna**, Shasta Division | **V. R. Henderson**, LA Shops | **C. F. Chipman**, San Joaquin Div. | **Elmer Jeffries**, Sacto. Shops | **Bert Haughey**, Portland Divn. | **G. R. Psalla**, Coast Divn.

W. J. Shallies, San Joaquin Dv. | **Walter Paul**, Coast Divn. | **Henry Hudson**, Pension Dept. | **C. A. Montague**, Los Angeles Divn. | **Ivy E. Miller**, LA Shops | **G. A. Cocker**, Portland Divn. | **N. W. Tommer**, San Joaquin Div. | **G. E. Storch**, Western Divn.



In the Service of Their Country

Following are some of the 2858 SP'ers who in late May were in the armed forces carrying Old Glory out to the far corners of the earth. These names supplement those published recently in the "Bulletin." Many additional names will appear in later issues.

SAN JOAQUIN DIVISION

JONES, Edward M., Army.
MURRAY, Robert E., Army.
PULOS, Pablo, Navy.
RICE, Phillip N., Army.

LOS ANGELES DIVISION

CLARK, Harry B., Navy.
GINN, Kenneth P., Army

TUCSON DIVISION

DALBY, Jack E., Navy Air Corps
HOUSE, Wilbur, Army.
JOHNSON, Ralph E., Army.
TEAL, Anthony, Army.

PORTLAND DIVISION

ALEXANDER, Robert A., Army.
BIKMAN, San J., Army.
BROWNELL, Leonard, Army.
BELLEW, James M., Army.
BROWNELL, Leonard S., Army.
CAIN, Lloyd I., Army.
CHAMBERS, James E., Army.
COLLOM, Edwin E., Jr., Army.
CRISP, Pudge, Army.
DEBOLT, Alexander, Navy.
DOYLE, Vincent E., Navy.
EASTMAN, Roy L., Army.
EDGE, Donald P., Army.
FRYHOVER, Oliver J., Army.
JOHNSON, Orval E., Navy.
JONES, Mark E., Navy.
LINCOLN, Elmer D., Army.
MARPLE, C. R., Jr., Army.
McCOURT, William D., Army.
McDONALD, Leo R. Army.
MILLIKIN, Paul H., Army.
PAPE, Henry W., Army.
PALMAR, Wesley W., Army.
PETTIT, Louis H., Army.
PHILLIPS, M. E., Army.
SEALES, Willard H., Army.
SAILOR, Travis T., Navy.
SKINNER, Lyman I., Navy.
THOMAS, Jack E., Army.
WAHLSTROM, C. A., Army.
WELKER, Ray W., Army.
YODER, Philip R., Navy.

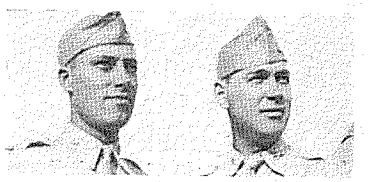
SACRAMENTO SHOPS

ARMSTRONG, Ray, Army.
CLEMONS, V., Marines.
GRIFFITH, E. S., Army.

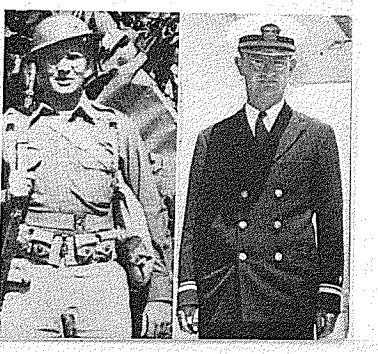
(See next page)

RICHARD C. BIGGS, first at right, is now regimental transportation and munitions officer for his outfit out in Hawaii. His army activities are mentioned in story on opposite page. Father C. M. Biggs is GFA at Los Angeles.

DENNISTOUN WOOD, JR., far right, is a lieutenant, JG, with a Navy Medical Corps on duty in the mid-Pacific. Dr. Wood was SP asst. district surgeon at Palo Alto. His father is engineer of tests in the Motive Power Department.



FELLOW RAILROADERS are the two lieutenants pictured above. Lt. Chas. B. Smith, Rio Grande Division brakeman from El Paso, and Lt. Wm. E. Cross, yard clerk at Tucson, swap railroad stories while serving with a mechanized cavalry unit in South Carolina. They are friends of long standing.





W. A. Fisher, Sacto Divn. | Wm. O'Leary, Real Estate & Tax | Lyle M. Swett, Genl. Frt., LA



P. J. Lynch, Portland Divn. | L. Anderson, Coast Divn. | John Castanho, Western Divn.



R. P. Abaya, Dining Car | Antonio Labate, San Joaquin Div. | Geo. M. Ross, Los Angeles Divn.

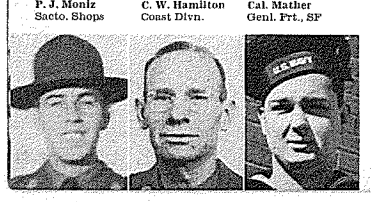


Ed. Kaufmann, Salt Lake Divn. | Jas. F. Bayne, LA Genl. Stores | Wm. Mathias, Genl. Frt., LA



T. L. Kidwell, LA Shops | Fred M. Daly, Misc. Accounts | Steve Archuleta, San Joaquin Div.

P. J. Moniz, Sacto. Shops | C. W. Hamilton, Coast Divn. | Cal. Mather, Genl. Frt., SF



GREEN, Arnold, Coast Guard.
KING, James, Army.
KOLIBABA, Charles, Army.
MADERIA, Joe, Army.
MASSA, Joe, Army.
PARTA, Louis A., Army.
PERSONIUS, Fred M., Army.
ROUNDS, Martin L., Army.
SACHS, Ray L., Army.
SHILLINGER, L. J., Navy.

WESTERN DIVISION

BANKS, Ian, Army Air Corps.
BENTON, Ernest A., Army.
COLDING, Ernest, Army.
WHITTOCK, Clarence, Navy.

SACRAMENTO STORES

ANDERSON, Willard E., Army.
COLNAR, John, Army.
DOMINGUEZ, Herbert D., Army.
EVANS, Alphus N., Army.
HENRY, Herbert D., Army.
LANE, Francis T., Army.
POWERS, Maynard J., Army.
ROSS, George L., Army.
RYAN, John J., Army.
TAYLOR, Guy R., Army.
VAUPEL, Ernest W., Army.

EL PASO SHOPS

BROWN, Vernon R., Army.
CUMMINS, Wyman, Army.
DAWSON, Mangum H., Army.
ENRIQUEZ, Thomas L., Army.
GILBERT, John T., Army.
MENDOZA, Ramon E., Army.
MILLER, Leon H., Army.
MILLIORN, Albert J., Army.
WILLIAMS, John T., Army.

COAST DIVISION

AAROE, Jack Zeigler, Army.
ACTION, Herbert Way, Navy.
ALLEN, W. E., Navy.
ANDERSON, Lawrence E., Marines.
BARNARD, C. E., Army.
BENSON, Harry J., Navy.
BICKEL, D. W., Jr., Army.
BOHEN, S. T., Army.
BROGAN, A. B., Army.
BUSELINY, Lawrence J., Army.
BUNNEY, R. L., Navy.
BURT, LeGrande W., Army.
BOWMAN, Henry Ernest, Army.
BUSALACCHI, Dominic.
CARNEY, R. W., Army.
CARRICK, T. F., Army.
CHENEY, L. F., Army.
CINTI, Guido Louis, Army.
CIPRICO, F. P., Army.
CLARIC, R. F., Navy.
CLARK, Donald H., Navy.
CLIFTON, J. H., Navy.
COLLINS, Wm. H., Army.
COPPLE, S. M., Army.
CRONIN, J. J., Army.
EICHEL, Wm. H., Navy.
GALLO, V. A., Army.
GARCIA, John G., Army.
GAWTHORPE, E. E., Army.
GILBERT, Paul F., Army.
GRAHAM, Malcom A., Army.
HOLBROOK, Sydney G., Army.
HOUSTON, Gene, Army.
ROACH, R. L., Army.
JEFFERS, L., Army.
JINKS, M. T., Army.
JONES, E. E., Army.
JONES, R. C., Army.
JUBB, Hugh T., Army.
KENNEY, E. F., Army.
LACER, Bernard F., Army.
LARRIBEAU, R., Army.
LAGINJA, John J., Army.
LEAHY, Cyril, Navy.
LEE, R. E., Navy.
MAREJICH, M., Army.
MARTINI, Davis L., Army.
MAYER, J. H., Army.
MATSON, Edwin R., Army.
McINTOSH, Frank J., Army.
McMILLAN, D. J., Army.
MOURGOS, Joseph C., Navy.
MELNSON, A. E., Army.
NOLD, L. F., Army.
NORRIS, Porter E., Army.
PHILLIPS, Walter W., Army.
RAPOPORT, G. I., Army.
RAYFIELD, Ralph E., Navy.
RAFTER, Henry G., Army.
RUBOTOOM, Patrick P., Navy.
SHIVERS, R. L., Navy.
SWAN, Arthur J., Navy.
THIELE, H. C., Navy.
TODD, Gurley A., Army.
THOMPSON, Ray Edmund, Army.
TURNER, Forrest E., Army.
WALL, F. A., Army.
WADE, J., Army.
WHELAN, Joseph E., Army.

HOSPITAL DEPARTMENT

BERKE, Samuel D.
BURKE, Geo. W.
BUTLER, W. D.
CHRISTIAN, S. G.
COLVARD, G. T.
CUTSHAW, C. M.
FITZGERALD, J. J.
GIDLEY, D. S.
GWINN, F. W.
HOLDER, H. G.
HUGHES, R. P.
LYONS, Thomas P.
McRAE, Colin C.
MILLER, Benjamin
MONTGOMERY, R. E.
MORGAN, J. D.
MURPHY, M. J.
NICOLA, J.

ACCOUNTING DEPARTMENT

GABB, Douglas, Army.
HUTMAN, Henry P. (AMA), Navy.
KENNADY, A. B., Jr. (ADA), Marines.
LUTTRINGER, F. J. (AEA), Army.
MICHAEL, Thomas R. (APA), Army.
MORGAN, J. (APA), Army Air Corps.
MORRISON, William (APA), Navy.
MURRAY, Hugh P. (ADA), Army.
PICHARD, Wm. R. (APA).
RAND, David C. (AMA), Navy.
RANK, Robert W. (ADA), Navy.
ROTERT, Leonard J. (APA), Army.
SILVER, George D. (AMA), Navy.
STYNER, William C. (AMA).
TAYLOR, Stanley C. (APA), Navy.
WARING, Donald (ADA), Navy.
WEBB, Richard A. (ADA), Army.
WILLEY, Robert E. (APA), Army.

MISCELLANEOUS DEPARTMENTS

Passenger Traffic
BROOKS, Keir, Lt., Navy (SF)
BARHAM, Lloyd, Lt., Navy (LA).
McGINNIS, Thomas R., Army (SF).
RUDD, Leslie H., Army (Chicago).
TRIMBLE, J. L., Army Air (Ph'nx).

Freight Traffic
HARRIS, Wm. R., Navy (Phoenix).

Mail and Express Traffic
GRADY, George V., Army.

Engineering Department
PIERS, Remo, Navy.

Dining Car
VORMAN, Walter C., Army.

Operating Department
DEASY, Francis J., Navy.
MICHENER, John R., Army.

Telegraph Department
CLARK, John J., Army Air Corps (SF)
McLENNAN, Leslie S., Army (Port.).
TRUEBLOOD, Joseph, Army (Sacto.).

Dining Car Department
BRAUN, Sidney, (WOC), Army.
DOOLEY, John M., Jr., (LAC), Army.
EDWARDS, Edward E., (LAC), Army.
JOY, Harry A., (Sacto.), Army.
LINDSAY, Charlie, (WOC), Army.
LODGE, Lesley G., (Gen. O.), Army.
MIROLUBOFF, N., (WOC), Army.
VORMAN, Walter C., Army.
WOOLWORTH, R. E., (OPNS), Army.

"Railroads Are 100% Partners of Production in Nation's War Strategy"—Eastman

JOSEPH B. EASTMAN, Director of the Office of Defense Transportation, told the Cleveland, Ohio, Chamber of Commerce, June 9, that the railroads are doing their full part toward winning the war.

"Not long ago," he said, "the press carried a statement that the war production program had progressed satisfactorily, and now the hot spot is transportation. That statement may have been misleading. Transportation is more than the handmaiden, it is the 100% partner of production. One cannot get along without the other. If the war program has progressed satisfactorily, that in itself is proof positive that the vast amount of transportation upon which production depends has been performed adequately and efficiently—which is the fact."

He said that blocking of terminals such as developed in World War I had been averted by the provision of adequate storage facilities and that "there are no accumulations of cars at the ports which are in any way alarming."

"Credit should be given where it is due," Eastman declared, "and I am glad to give credit to the railroads and the other carriers of the country for the fine service they have rendered since the emergency began."

He told of the dangers ahead due to growing traffic and increasing difficulty in getting more cars and locomotives.

"The war demand for steel and other critical materials is such," he continued, "that the War Production Board has found it necessary to limit the building of new cars and locomotives very drastically. They are banking on the belief that the railroad industry still has a resiliency and a reserve strength which will enable it to surmount whatever difficulties may arise. As a member of the Requirements Committee of the Board put it recently: 'Our railroads have to face shortages of steel and facilities, but not, we expect, of imagination and efficiency and powers of adjustment.' "

-V-

Death Takes J. W. Donohue

THE death in San Francisco on May 29 of John W. Donohue took from the civic life of El Centro and the Imperial Valley one of its most prominent leaders. Mr. Donohue had represented SP in the Imperial Valley since 1921, first as a traveling agent and then as DF&PA since 1928, during which time he served two years as president of the El Centro Chamber of Commerce, was a commander of the Boyce Aten American Legion Post, president of the Imperial County Sheriff's posse, chairman of the El Centro selective service board, and an active member of several fraternal and community service organizations. His death followed a heart attack suffered March 20. He is survived by his widow and son, William, now in the armed forces.



J. W. Donohue

Purchasing Dept. Promotions

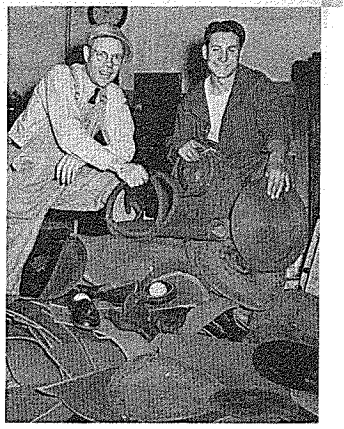
APPOINTMENT of Purchasing Agent G. M. Betterton to the position of general purchasing agent for the Company, with headquarters in San Francisco, was announced June 4.



G. M. Betterton

With Mr. Betterton's promotion, other advancements in the railroad's Purchasing Department were announced as follows: M. C. Nystrom and E. J. Becker, now assistant purchasing agents at San Francisco, to assistant general purchasing agents; and E. H. Polk and Clifford Thorburn, at present assistant purchasing agents at Los Angeles and Portland respectively, to purchasing agents in those cities. The appointments became effective June 1.

Mr. Betterton began his service with Southern Pacific in 1912 as a clerk in the Stores Department. In 1921, he advanced to Purchasing Dept. chief clerk and in 1925 became assistant purchasing agent. In 1933, he was promoted to purchasing agent at San Francisco.



SMALL BUT HEAVY is this pile of scrap rubber collected from the General Office in connection with the National Rubber Salvage Drive. John Larson and Joe Cirincione of the Building Supt's Office hold some of the items making up 2200 pounds collected.

"Rails" in Rubber Drive

OPENING of the National Drive for the Reclamation of Waste Rubber found SP railroaders well to the fore in gathering rubber for salvage purposes. From all over Pacific Lines came a flood of rubber items gathered by the Stores Department and distributed to local oil companies. The final report giving the total amount of rubber collected was being compiled as we went to press, but statistics now available show the figure to be over 60 tons.

-V-

Super Safe Ferris: Here's a record to shoot at; and if you've got it beaten let's hear from you. According to Engineer S. O. *Sanders*, Yardman *Bill Ferris* at East Oakland reached forty years' service in June without being absent from the job a single day because of accident or sickness. Congratulations, Bill.

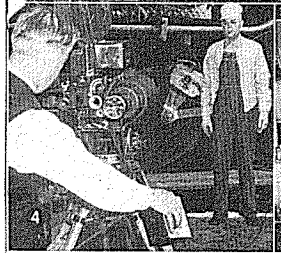
VICTORY VACATION is in store for these young fellows from the Oakland area who recently went to Loomis, California, via SP to aid in harvesting crops on surrounding farms. This was one of the first in a nation-wide series of such movements sponsored by the Y. M. C. A. to relieve shortage of farm help. Over 130 boys took part in this movement.









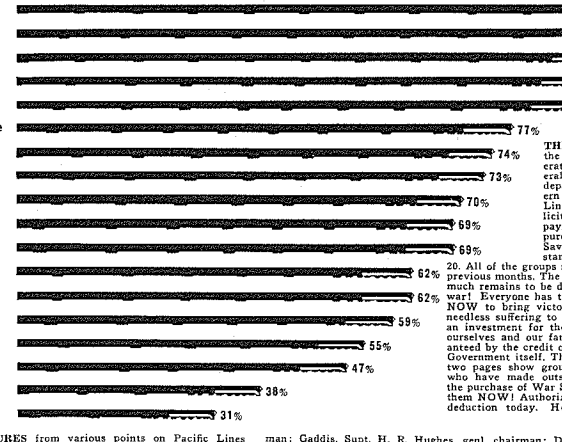








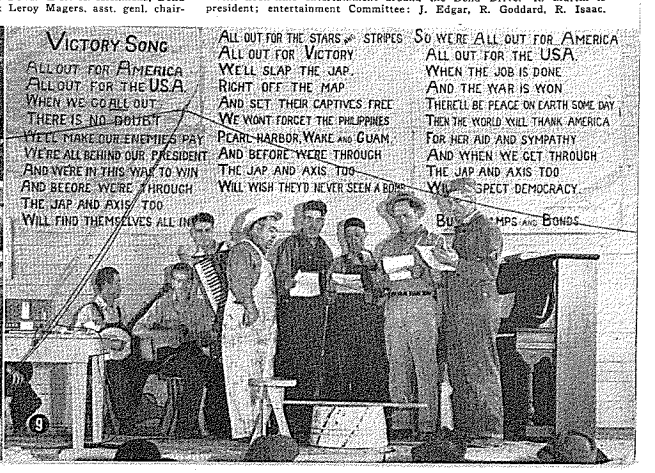
GAINS MADE IN SP BOND DRIVE



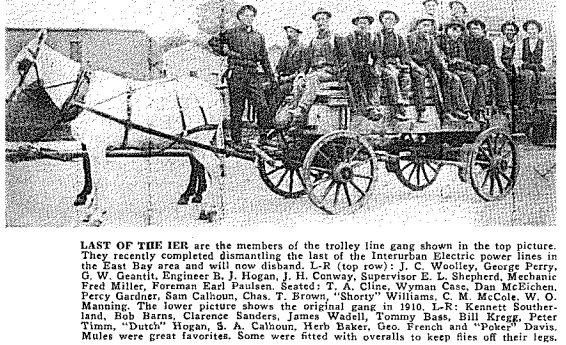
THIS TABLE indicates the standing of the operating divisions, general shops and certain departments in Southern Pacific (Pacific Lines) Employes' Solicitation Campaign for payroll deductions for purchase of U. S. War Savings Bonds. These standings are of June 20. All of the groups show gains over the previous months. The showing is fair, but much remains to be done. This is a total war! Everyone has to help—has to help NOW to bring victory soon to prevent needless suffering to thousands. Here is an investment for the future welfare of ourselves and our families that is guaranteed by the credit of the United States Government itself. The pictures on these two pages show groups and individuals who have made outstanding records in the purchase of War Savings Bonds. Join them NOW! Authorize a regular payroll deduction today. Help win the war.

BOND BUYERS IN PICTURES from various points on Pacific Lines are seen on these pages. ● (1) Speakers' stand at El Paso Shops Victory Rally, May 27, where all employes are buying bonds through payroll deduction or otherwise. Standing, L-R: J. S. Netherwood, asst. supt. MP & Equip., T&NO; D. D. Alton, asst. master mechanic, T&NO; F. E. Russell, Jr., master mechanic; E. O. Irwin, master car repairer; James G. Black, MC and chairman, Local Federation; H. I. Zimmer, divn. chairman, BRC; H. H. Wright, section stockman; W. E. Bitticks, foreman store delivery; H. F. Heintz, stock clerk; W. E. Flaharty, foreman scrap & reclamation; J. E. Smith, local chairman, Blacksmiths. Seated: M. J. Gunther, supt. of shops; Jules Jacquin, local chairman, Carmen; R. U. Lipscomb, supt. motive power; J. C. Carter, representative of VP, T&NO; R. C. Ingram, asst. to president; R. W. Mayfield, chairman, Sheet Metal Workers; J. W. Stevenson, draftsman; C. H. Viles, chairman, Boilermakers; F. E. Tessman, chairman, Electrical Workers; W. G. Reid, asst. supt. motive power. ● (8) El Paso General Shops and Stores employes who attended the meeting. Featured were El Paso General Shops Band and Stores Tipica Orchestra. ● (2) The slip of paper being handed by Car Repairman S. G. Gaddis to J. C. Dias of Tucson Car Shop is a check from the carman for a $1000 War Bond. L-R: A. Kleinhenz, Bond Committee chairman; Asst. Chief Clerk Leroy Magers, asst. genl. chairman; Gaddis, Supt. H. R. Hughes, genl. chairman; Dias, committeeman. ● (3) Truckee Roundhouse employes have hit the 100% mark in the Bond Drive. At left is L. E. Lonergan, master mechanic, next to Roundhouse Foreman B. J. Riordan. ● (4) Charles L. David of the U. S. Treasury Dept. sights through his sound motion picture camera at SP Engineer Dan J. Gautier in Roseville, for a sequence in the Treasury's picture to stimulate sale of War Bonds. ● (5) Ed. "Mickey" McGough, Coast Division engineer, holding his all-out purchase of $20,000 in War Bonds. ● (6) Smiles on the faces of these Brooklyn Stores office employes result from that 100% sign-up feeling. In group: S. A. Ernst, T. J. Richter, J. R. Gwynn, K. E. Painter, Leo Keller, Helen Harkson, Ruth Hansen, Dorothy Lopes. ● (7) Rail Crane Operator Ralph Conlou of Watsonville registers determination in the war effort, and backs it up with purchase of $8175 worth of bonds, and signing up for more through payroll deduction. ● (9) Sentiments of this group from the Sunshine Group at the Sacramento Shops is aptly expressed by the Victory Song in the background. It was written by James Edgar, carman at Car Shop 9. Musicians: Earl Farrell, Ernie McDaniel, L. Salarno. Singers: Bill Wollensack, R. Goddard, T. Pascoe, Bill Poschn, Bill Blevans. The Sunshine Club has built its recent noon-time entertainment around the Bond Drive. R. Martin is president; entertainment Committee: J. Edgar, R. Goddard, R. Isaac.









LAST OF THE IER are the members of the trolley line gang shown in the top picture. They recently completed dismantling the last of the Interurban Electric power lines in the East Bay area and will now disband. L-R (top row): J. C. Woolley, George Perry, G. W. Geantit, Engineer B. J. Hogan, J. H. Conway, Supervisor E. L. Shepherd, Mechanic Fred Miller, Foreman Earl Paulsen. Seated: T. A. Cline, Wyman Case, Dan McEichen, Percy Gardner, Sam Calhoun, Chas. T. Brown, "Shorty" Williams, C. M. McCole, W. O. Manning. The lower picture shows the original gang in 1910. L-R: Kennett Southerland, Bob Barns, Clarence Sanders, James Wadell, Tommy Bass, Bill Kregg, Peter Timm, "Dutch" Hogan, S. A. Calhoun, Herb Baker, Geo. French and "Poker" Davis. Mules were great favorites. Some were fitted with overalls to keep flies off their legs.

Seven Sweet Sacksters: Added signs of the times: The work of **Signe Anderson, Gretchen LeCuyer, Maria Andrews, Lorraine Herrick, Elda Longo, Louise Houpli.. and Eileen Connett** at the West Oakland Commissary. To these girls falls the job of placing one-half ounce (no more—no less) of sugar in the 14,000 glassine sacks for the use of SP coffee drinkers. The girls are called the Seven Sweet Sacksters—but only when they're out of hearing.

- V -

"Last Spike" Picture: *The famous Thomas Hill painting, "The Driving of the Last Spike," has been rehung in the California State Capitol at Sacramento, after undergoing restoration work and reframing at Dallas, Texas.*

PMT SAFETY AWARD is being presented by L. B. Young, VP & Genl. Mgr. of PMT to Head Driver Frank Sprecher of Dunsmuir, who recently completed six years of no-accident driving under the rules of the National Safety Council. Occasion was the PMT picnic attended by over 300 drivers and office workers and their families from the Central District. The outing was complete with picnic-lunch, softball games, all sorts of contests, swimming and dancing. PMT softball championship was won by the Fresno team.



Freight Traveler: Ticket Agent *Bob McGee* of Sacramento is noted for his courteous handling of all requests for travel information. He was a little startled recently when a telephone caller blandly asked the arrival and departure time of the next fast *freight* train to the east. However he courteously furnished the information. "Never can tell when a 'gentleman of the road' will become a regular passenger," he explained.

- V -

Oakland Bond Rally: John Gardiner, local chairman of the Carmen, organized another Bond Rally in West Oakland, and we're going to give him credit for it this time. Last month he was the drive behind the big meeting at the West Oakland Passenger Yards, and we reported his name in the *Bulletin* as Jack Roberts. At this latest meeting, June 22, between four and five hundred railroaders met in the Brick Shop to hear a to-the-point talk by Supt. **J. C. Goodfellow** in behalf of the SP Bond Campaign, a talk by former SP employe, **Carson White,** now in the Navy, a showing of a Navy film, and a short talk by Gardiner.

Operating Results For First Five Months

FOR the five months ended May 31, 1942, Railway Operating Revenues of Southern Pacific Transportation System amounted to $162,254,096, or $53,646,462 more than the revenues for the same period of 1941; a 49% increase.

During the same period Railway Operating Expenses were $103,557,995, or $28,681,164 more than the expenses for the same period of last year; a 38% increase.

Federal retirement and unemployment insurance taxes amounted to $4,043,770, and other railway tax accruals to $16,945,404; a total of $20,989,174, or $13,184,471 more than such accruals for the first five months of last year. After deducting the taxes and $7,554,462 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $30,152,465, or $9,565,449 more than the net railway operating income for the same period of 1941.

The amount of Net Income for the five months' period, after interest and other fixed charges, is not available as the *Bulletin* goes to press.

- V -

"HOT SHOT OF THE '80s"

PORTLAND to San Francisco in four days! Less than four days, in fact—only 80 hours! This was the proud boast of the California & Oregon Coast Overland Mail Company, according to a timetable issued in 1875, copy of which appeared recently in a Portland newspaper.

This "streamlined" schedule was subject to unavoidable delays, of course, such as a sick horse on the stagecoach portion of the journey, or a herd of cattle wandering across the tracks of the old Central Pacific.

The traveler venturing upon this journey first entrained at Portland on the Oregon & California Railroad passenger train, pulled by a wood-burner, and covered the 206 miles to Roseburg in about 11 hours. There was just time to partake of a hasty meal and board the stage leaving at 8:00 p.m. After a 39-mile ride there was a breakfast stop at Simkins at 4:00 a.m.; then a 45-mile ride through Grants Pass to Rock Point for dinner at 1:00 p.m. and a 51-mile ride to Coles, necessitating passengers waiting until 10:00 p.m. for supper. Another 50 miles brought them to Butteville for breakfast, and they had dinner at Slate Creek at 4:30 p.m. The schedule on this day was too fast to permit of more than two meal stops, but if the stage arrived at Redding on time at 2 a.m. there was an opportunity to gobble a few hot cakes before departure of the Central Pacific train at 3:30 a.m.

Once aboard the Central Pacific "Flyer" the passengers were able to relax and enjoy the scenery of the Sacramento Valley whizzing past, and, barring delays, the train pulled in to the City by the Golden Gate at 8:30 p.m. on the fourth day out of Portland.

The all-rail line through Ashland was opened on December 17, 1887.

NEWS BITS • RAILETTES • ODDITIES

"Made in Japan": We understand that Sacramento Telegrapher **I. S. Wilson** started a near riot at the Telegraphers' Convention in Kansas City recently. Seems that he found "Made in Japan" on the bottom of his ash tray and it made him so mad that he promptly smashed it on the floor. Five hundred other telegraphers promptly did likewise. Must have sounded like some of Doolittle's bombs landing in Tokio.

- V -

Scrap at Sparks: The switchmen at Sparks have a scrap campaign of their own. They make a practice of picking up old spikes, etc., and assembling them in convenient piles to be picked up by section forces. Already their conscientious work has resulted in considerable saving.

- V -

No Sale: Very seldom it is that our agents refuse to sell railroad tickets when requested, but Agent **D. J. Dartt** of University Station in Berkeley did just that the other day. The would-be traveler was a four-year-old miss who came flying into the station on her tricycle to announce that she had decided to go far, far away. Dartt's call to the local police brought a frantic mother to claim the child—and probably change the young lady's traveling plans.

- V -

The Nose Knows: San Mateo passengers on Local No. 112 tell us that we had a non-paying rider the other morning in the person of a small dog. He seemed to know his way around, too, for he got off at Burlingame, took a questioning sniff at the corner of the station, and trotted confidently up the street.

ENGINE "LAUNCHED": Although such ceremonies are usually reserved for ocean going vessels, when a new diesel switch engine was recently put in service in the army yards at the Oakland Port of Embarcation, the military and civilian personnel over there thought so much of the event that they rallied 'round, made speeches, and busted a bottle over the new equipment, christening it the "G. L. Barnes" in honor of Captain Gen. L. Barnes, Q.M.C., Asst. Executive Officer for the Port Quartermaster at Oakland. Pictured standing on the diesel at the right are: L-R, Geo. Parosich, Army Supt. of Transportation; SP Terminal Supt. A. S. McCann; L. E. Craig, Army Asst. Supt. of Transportation; Captain G. L. Barnes, SP CFA C. F. Frederick.

Ensign Kirkland: Thrilled witnesses of the colorful ceremony at Annapolis on June 19 when the United States Naval Academy awarded commissions to 611 midshipmen, were General Superintendent of Transportation and Mrs. W. B. **Kirkland,** whose son, William Baxter Kirkland, Jr., was among those who completed the normal four-year course in three. True to his railroad background, young Bill was very helpful to SP's eastern traffic representatives during his midshipman days in persuading his academy friends to use the lines of "Your Friendly Railroad" whenever possible in traveling to and from Annapolis.

- V -

Picture Puzzle: Wide-eyed was Conductor **S. Koontz** of Albany, Ore., when fellow workers showed him a newspaper picture of a mass of flaming wreckage. According to the caption it pictured the remains of an engine which had recently handled his train. Koontz later found out, however, that the picture was really of a wrecked bomber, published above a story concerning fire damage to an SP locomotive. Seems some of the boys wielded a pair of scissors with deceitful intent. Shame!

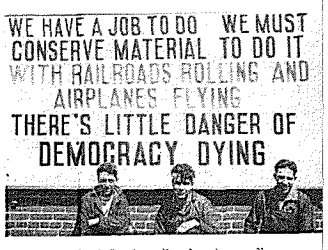
- V -

Too realistic for one of the "victims" was a recent air raid practice at SP General Hospital. Brought in by rescue workers and listed as badly burned, the man was given a hypo injection of sterile water and, to add further realism to the scene, Dr. Jerry O'Connor soothed him with the remark: "Go to sleep now, and you'll feel better in the morning." This

(Continued on next page)



FIGHTERS ALL are these four men pictured at Los Angeles General Shops. The marines are Sgt. J. A. Zielinski and Coleman Coalter, who took part in a recent shop rally for sale of war bonds. The railroaders—now in the thick of the battle of production—are Machinist C. E. Stotler, the rally chairman, and Shopman George F. Rogers.



WAR MOTTO of Sparks railroaders is proudly displayed by Machinist Apprentice Ed. Giannotti, Machinists Al. Chicago and Bruno Tassone, who say it typifies the spirit of all Sparks shopmen.







CITY COUNCIL at Roseville is 100% railroad as a result of recent elections, and W. C. "Sparky" Heilbron, SP labor foreman, was right on the job with his graphic camera to get pictures of the one PFE and four SP employes who now make up the council. L-R: Mayor H. T. Johnson, PFE clerk; Uno J. Hebuck, freight cashier; Edw. Jefferies, sheetmetal worker; Julius Paoline, roundhouse machinist; Andy Weber, yard office clerk.

(Continued from page 15)

was too much for the "victim," who leaped from the stretcher and out the door, shouting: "Good heavens! I can't stay here. What would my wife say!"

- V -

Becker of the "Marblehead": Bill Becker, Ogden boilermaker, was the happiest man in the world a couple of weeks ago. With no word of the ship's whereabouts, and having been reported by foreign radio as sunk, the Marblehead, on which Becker's son was located, arrived in the U. S. with the boy safe and sound. Shopmen gave young Becker a rousing reception when he visited his father.

- V -

Tucson Temperature: *With the repairs to the superintendent's office at Tucson now complete, the ladies of the office find that they can't put their sweaters in moth balls for the summer months, for the thermometer doesn't climb past the comfortable mark until late afternoon. It's hard to convince some of the visiting old-timers who haven't heard of the improvements made that it's the same office they knew.*

- V -

Sugar Joe: Asst. Chief Clerk **Joe Parkinson** at Ogden is a great one for psychological effects. Claimed he didn't mind the sugar rationing but he still wants his sugar in a sugar bowl. Waitresses now serve him his ration—no more, no less—in a full-sized sugar bowl.

- V -

Hobby That Pays: There wouldn't seem to be anything very profitable in collecting match covers, but Kenneth Shields of the Sacramento Shops knows differently. While walking to work recently, as usual looking for covers to add to his fine collection, he picked up a five-dollar bill. "And just before pay day," gloated Ken.

- V -

Problem Solved: *Recently, a family of birds moved into the wooden mail box on the door of the Ravendale station and loudly protested all efforts to use the box for its rightful purpose. Following an executive meeting of the Ravendale powers, the mail box (or bird house) was moved intact to a more suitable bird location, a new tin mail box was installed, and the birds and railroaders of Ravendale returned to life as usual.*

- V -

Highly Mysterious is the gift that is sent to **Wally Bell** on his birthday. Wally is a machinist at Ogden and for the last five years has received a gift with a note saying that the donor will make himself known if Wally will tell how old he is. This year's gift consisted of 75¢ in pennies, a 2-for-5¢ cigar, numerous bottle caps, tax tokens and broken safety pins. On his age, Wally is still silent. "At this rate, it's too profitable to talk," he explains.

- V -

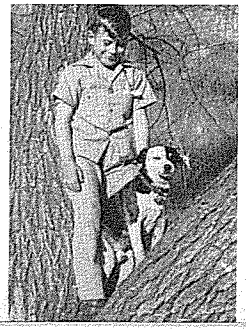
Origin of "Redcaps": *According to an item in the* ARIZONA DAILY STAR, *the origin of the term "red cap" dates from Labor Day, 1890, when John Williams, a colored porter in the New York Central station, tied a piece of red flannel on his cap so that his patrons could identify him in the crowd. Anyone got a different theory?*

- V -

A Dog's Life Is an Eventful One for "Wiggles" Bodie

THERE'S never a dull moment in the life of Wiggles. He rides bulldozers, gets himself stolen, climbs ladders, chases squirrels, and does many other things that would inspire the envy of any six-year-old fox terrier.

Wiggles is the fourth member of the Bodie family that includes **O. J. "Otto" Bodie** (bulldozer driver whose work takes him all over SP lines), Mrs. Bodie, and nine-year-old Jack Bodie. The four make up an inseparable unit, reports **Clyde Mallachowitz**, agent at Caliente. Wiggles gets Jack out of bed in the morning, Wiggles rides the bulldozer with Otto, Wiggles shares every joy and sorrow of the Bodie family, so their anguish when one day out in Nevada he turned up missing can be easily understood. They searched and they searched, they ran down clues all over the countryside, but months passed and Wiggles was not found.



JACK & WIGGLES. Pictured below are two members of Bodie family in happy mood. Story of Four Bodies is told above.

Then one day **R. B. Chapman**, general supervisor of work equipment, came around on a tour of inspection when Bodie was at Gaviota on the Coast Div., and heard the sad tale of the dog's disappearance. When he saw a picture of Wiggles he let out a shout: "I bet I saw that dog at an implement house in Salt Lake City not a week ago." You can imagine the excitement, the letter writing, the picture-sending to the Salt Lake firm, the suspense before the reply came back: ". . . seems to be Wiggles all right."

Mrs. Bodie and Jack lost no time traveling the thousand miles from Gaviota to Salt Lake City and to the home of Mr. and Mrs. Rex Baird, who had taken Wiggles in. Well, when the Bodies, the Bairds, and Wiggles got together there was much shouting, much barking, many tears of joy and sorrow, for the Bairds had grown as fond of Wiggles as the Bodies were. Said Mr. Baird: "The darn dog wouldn't leave me or the factory. Seemed to be homesick for bulldozers. One time I climbed up a 20-foot ladder and there he was, right behind me. Never saw such a dog and we're sure going to miss him." The surmise is that Wiggles had been stolen by hoboes, was dropped off in Salt Lake City and right off searched out a home beside a bulldozer.

Back with the Bodies, Wiggles resumed his rightful seat on the bulldozer and all went well until an impudent ground squirrel aroused his displeasure. Wiggles is no mean runner, but this particular squirrel beat him to a cliff, ducked under a bush, and Wiggles went sailing over. He came up with a busted shoulder, was rushed to the dog doctors and put in a cast. For three weeks Wiggles had to gimp his way around on three legs but the cast is off now and he's once more the boss of the Bodie family.

- V -

Pfafflin Picked Up: There was some uplifting of eyebrows in the L. A. Superintendent's office when it was reported that Timekeeper **Otto A. Pfafflin** had been picked up by police . . . but not after it was explained that the "picking up" was to assist him across a flooded street.

- V -

SP in New Jersey: *News that the SP has a line in New Jersey will startle most railroaders until they learn that it is in the form of a model railroad, owned and operated by Bruce Neff, who named it the Southern Pacific after returning from a trip to the West Coast last Summer. Railfan Neff, whose stationery carries a large picture of a passenger train, wrote to say that of all the trains he has ridden, the SP Daylight is his favorite.*

- V -

Salt To Salt Lake: Oddity of the month might well be the observation of **Geo. Greenwood**, supt's sec'y at Ogden, that, although the Great Salt Lake contains an estimated 400 million tons of common salt, B&B and extra gangs on and near the Lake have the salt for their kitchens shipped from San Francisco.



Minstrel Show of Los Angeles Club Is Big Success

SCORING an outstanding success in its first attempt at a theatrical performance, the Southern Pacific Club at Los Angeles presented a Minstrel and Olio to enthusiastic audiences in the Pacific Electric Auditorium on June 12-13. The production was staged and directed by Henry E. Freeman (city freight agent), and the talent was recruited entirely from the SP Family in Los Angeles area.

Wrapped into the Minstrel was all the time-honored routine that audiences have enjoyed for generations. The accompanying pictures catch some of the color and smartness that made up the show. • (1) The entire cast, including those whose offstage assistance contributed so much to the success of the production. • Outstanding in this respect was Laura Geiger, the talented wife of equally talented Jack Geiger (Passenger Traffic), shown (6) with Director Freeman at the final dress rehearsal. • (7) Personable interlocutor was Walter Jennison (train service), whose repartee with the versatile wits, Endmen "Tambo" Paul Temple (local freight) and "Mr. Bones" Andy Decot (manager PE Bldg. Restaurant) gave hilarious twists to many old gags and "rolled 'em in the aisles" with new ones. • Vivacious were the gals of the Black Bottom Revue, hardly recognizable under the heavy "high yella" makeup. Members: Dorothy Kennedy, Mildred Shomler, Irma Steger, Leah Galkos, Jeanne Howton, Theda Watt, Lois Springman and Bobby Leavitt (missing in the picture). • (3) "A Night at Earl Carroll's" climaxed the variety numbers in the Olio, the male glamorettes cavorting with surprising gracefulness. Members: Bill Rutledge, Tom Hughes, Leonard Leonard, John Moeller, Gordon Chamberlin, Bill Mussellman, Jeff Carner and Earl Cobb (missed by the camera). • (4) Dorothy Kennedy (local freight) with the quartet of Jack Geiger, Woody Bird, Colome Parman, Johany Ayers, whose blended harmony did justice to "Deep River." • (5) One of the Olio skits left Bill Rutledge sadly in need of first aid after being waylaid as a "victim" by practicing first aiders: Florence Brown, Margie Campbell, Maxine Thomas, Rita Sienco, Elsie Beatty, Rosetta Neff.

Numbers throughout the performance were of professional character in every respect. Lee Huffaker got rounds of applause for his rendition of "Glory Road," as did also Carl Madick's rollicking version of "Little Brown Jug" and Janet Beazell's two popular songs. The little ladies who sort of stole the show were four-year-old Marlyn Nichols, daughter of Yardman Robt. Nichols, with her recitations and tiny Baby Geiger, who danced with mother and dad. Others in the cast: Herb Hall, Ray Harrison, Louis Oldham, Jess Stone, Neil Ward, Bill Hannon, O. C. Sprinkle, Leon Giliberti, Virginia Sunsiri, Averill Munger, Dick Cline, and the clowns Dick Lewis and Pat Kennedy. Among the busy ones back of the scenes were Martin Carr, Chas. Lewis, Frances Lane, Harry Ross, Herman Wolf, Gertrude Baker.





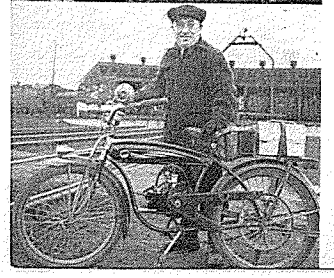




It's Back to the Good Old Bike for Many a Railroader







SHORTAGE of automobile tires won't inconvenience the railroaders pictured at the left. Like many of their co-workers on Pacific Lines, they're getting back to the simple things in life—bicycles among others—for the duration. • In the top picture, Roseville Roundhouse Foreman Lucas Schaffer tells Queenie Shelley and Kit Robinson (Master Mechanic's office) how he used to "scorch" the highroad with his speedy pedalling. • We hope Leila Ziegler's not thumbing a ride in the center picture, for with Evelyn Kelly and Sylva Marchino *riding* the bike there's already one too many to comply with the law; but we won't tell. It's all in fun, near the superintendent's office in Bakersfield. Several of the Bakersfield call boys have painted their bikes in "Daylight" colors. • The lower picture shows L. E. Skellington of Klamath Falls roundhouse and his answer to the new car shortage. It's a motorized bicycle, complete with double headlight and siren. "No room for any back-seat drivers," chortles Skellington. • Bob Frazer, clerk at the Brooklyn Yard Office, is another pedalling railroader, but while he's conserving auto tires, he's plenty hard on bicycle tires. Bob tips the beam at 200 pounds and the tires just naturally disappear into the pavement when he mounts his bike.

- V -

Brooklyn Stores Patriots: Railroaders at the Brooklyn Stores are playing an energetic part in civilian wartime activities. Requisition Record Clerk **S. A. Ernst,** besides being an air raid warden, is acting as a distributing agent for civilian defense instructions. **Helen Harkson** and **Dorothy Lopes** are leaders in the group that is sewing blankets for the Red Cross, using contributions of clothing from fellow employes. Chief Clerk **T. J. Richter,** Store Clerk **J. R. Gwynn,** Steno-Clerk **Leo Keller,** and Steno-File Clerk **K. E. Painter** are mastering the manual of arms as members of the Oregon State Guard, Headquarters Detachment.

- V -

Anniversaries: Best wishes to Mr. and Mrs. **C. B. Wharton,** who celebrated their fiftieth wedding anniversary June 18. Wharton retired several years ago as General Locomotive Foreman at Tucson. • And the same to Mr. and Mrs. **Fred Oslo,** who celebrated their fortieth wedding anniversary June 16. Oslo is an electrician at Sacramento Shops.

- V -

Fashion Note: *One of our more observing correspondents in the General Office reports that many SP girls are aiding the war effort by conserving silk stockings through the use of "painted" stockings and short socks. Reports that one girl came to work sans stockings because she had misplaced her paint brush have not been confirmed.*

- V -

"V" Carrot: Machinist **Frank Morton,** of Sacramento Shops, claims that his Victory Garden is patriotic in every respect. In proof he sent us a picture (too indistinct to publish) of a freak carrot that grew from its roots in a perfect "V."



SOCIALS • S P CLUBS • ATHLETICS

OAKLAND ENGINEERS: When over 100 more people than you plan on show up for your party it's a pretty good sign your party is well thought of. That's what happened at the Annual Banquet sponsored by Division 283 of the Brotherhood of Locomotive Engineers in Oakland on May 30 to honor veteran members and celebrate the 57th anniversary of the lodge's existence. The large picture above (1) shows only two-thirds of those who attended. • S. O. Sanden, secy.-treasurer of the brotherhood (2), was chairman. • (3) P. O. Peterson, BofLE genl. chairman, congratulates S. H. Hobron on earning a 40-year membership pin. • (4) The committee: Top, l-r: C. W. Deskin, C. L. DeWitt, O. A. Gowey, D. W. Lee and J. M. Swalley. Bottom: M. Van deLeur, T. Zeigenfus, J. H. Leopold, S. O. Sanden and A. S. Russell. Committeemen M. Morris, R. R. Lee, H. L. Hand and W. C. Scheiding are not in the pictures. • (5) Mrs. O. L. Molin, wife of Engineer Molin, whose vocal selections were a feature of the program. Many members were there from other divisions.

- V -

EL PASO BOWLERS wound up their Winter Season with the fine dinner party pictured at the bottom of the page. The keglers and their families turned out in force to enjoy the banquet and the entertainment provided by five soldiers from the Reception Center at Fort Bliss, and by Jane Cushing. The men at the right are members of the "Shasta" team, conference champs. Left to right: Woody Edens, Lee Pempsell (capt.), E. Shadle, C. F. Burling, George Evans, and J. L. Breckenridge. Other trophies were presented to Pvt. Mangum Dawson, president of the SP League, now in the armed service, R. R. King and A. Aylsworth.

BAKERSFIELD: Boilermaker Clyde Ebbs, manager of the Bakersfield SP Club baseball team, is throwing around some reckless challenges. Says his boys can outslug any team on Pacific Lines and points to their position (tied for first) in the Bakersfield City League to prove his point. Clyde gives full credit to his ace hurler, Manuel Duran, who has turned back 77 batters via the strike-out route in the last five games.

- V -

SACRAMENTO: Baseball leads the activities of the Capital City club, with the hardball team bowing to the powerful Reno City nine, 8-5, in spite of the hard clouting of Bettencourt and Zupan. • Recent games in the Twilight Softball League brought victories to Spring Shop over the Air Room, 12-7; Machine Shop over the Blacksmiths, 10-8; and Stores Dept. over the Machine Shop 8-7.

- V -

PORTLAND: Al. Thomson, secretary of the Portland SP Club Softball League, is the optimist of the month. His team was defeated in its first start, and the following two games were rained out. "Not a bad record," said Al., "one lost and two we would have won. Not bad!"

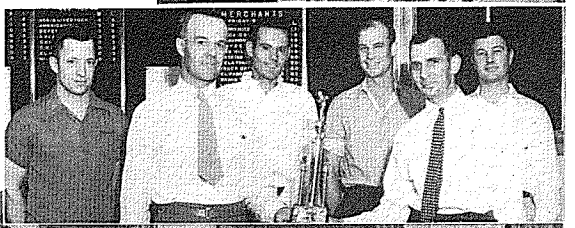
WATSONVILLE: As we go to press, Club 100 had completed plans for its Fourth Annual Barbecue, scheduled for June 28 at Mt. Madonna Park. For the last three years this has been one of the outstanding events on the club's program and this year will be no exception as Chairman R. B. Mitchell and his committeemen have worked hard and well to insure an enjoyable day for all. • Tom Laughnane, John Benich, Harold Soper and A. H. Stoffers are serving on a committee to arrange for a dinner in honor of club members Bill Quinn and Joe Cullinane, both retiring from the Car Department.

- V -

SP LEGION POSTS: SP Daylight Post 576 in Los Angeles postponed their regular meeting on June 9 to meet on the 10th for a Chinese dinner at which the children of Post members were entertained. The Post is planning on electing new officers at their meetine. July 14. • Recent elections of officers of SP Post 412 in San Francisco named the following men to take the lead for the coming year: Louis Frandsen, commander; James Campbell, first vice commander; Frank Paquette, second vice commander; Henry



RACQUET WIELDERS of the SP Club in S. F. crowned a new net champ when Robt. Harvey scored an upset win over the perennial winner, Harold "Pinky" Spring, who recently won the City Industrial title. At right: J. H. Hawes, commissioner of tennis, Harvey, Spring, Caesar Baldassari, VP of athletics. Rolly Tredennick, SP ping-pong champion, reached the semi-finals in the Novice Class of City Industrial Tournament.







FOUR BRIDES-TO-BE FETED: A gala occasion it was when 62 girls from the Auditor of Passenger Accounts met on June 11 in honor of four charming brides-to-be from their department. At the far end of the table, L-R, sit Dorothy Kirschbaum, Alice Eager, and Patricia Johnson, wearing corsages. Marjorie Brown is hidden by heads of other girls. Following the dinner, each of the four girls was given a gift, and a program of vocal and instrumental numbers presented. Evening closed with community sing.

Turk, adjutant; Arthur Harris, finance officer; Dr. Arthur Bird, service office; Verne Simpson, sgt.-at-arms. • On June 9, the SF Post held a joint meeting with Golden Gate Post No. 40 that was reported a pronounced success.

Bats & Balls:

With the softball season half over at Tracy, the SP team has a firm hold on second place, only one game behind the leaders. The railroaders stepped out of the local circuit the other night to hand the Stockton YMCA a 10-3 pasting.

The West Oakland Stores' baseball team is having a stormy crossing this season, but is managing to hold better than a 500 average. In recent games they bowed to Elmhurst Merchants, 8-3; Ben's Golde... Glow, 9-6, and Naval Reserve, 3-2; winning from Moffat Mantecas, 5-4, in a fourteen-inning classic.

Another Oakland nine is doing better: the BRC softball team has finished its schedule undefeated in the Oakland Industrial League and will meet winners of other classes in play-offs for the championship.

It is rumored that Fred Zorn, Fred Osterloh, Henry Karpinen and Paul Dorne, all electricians at Sacramento Shops, played a baseball game against their wives at the recent Electricians' Picnic—and lost, 7-0.

-V-

Balls of Rubber: By all reports reaching us, SP railroaders entered into the Old Rubber Drive with a zest. In fact we hear from some quarters that there was a little too much zest on the part of some of the ladies of railroad households, and that many tennis and golf fans are missing carefully hoarded balls.

-V-

Proud Parents: Yard Foreman **J. E. Thomas** of Watsonville Junction, whose son, Paul Thomas, won the American Legion award as an outstanding student. • Engine Foreman **J. L. Harrison** of Watsonville Junction, whose son, Fred, was awarded the Order of the Purple Heart after being wounded during the Japanese attack on the Hawaiian Islands. • Agent **E. F. McFadden** of Salinas, whose son, Edward, graduated from Santa Clara, receiving the high scholastic distinction of "magna cum laude."



PASSING THE GAVEL (left) are outgoing officers of Los Angeles Speakers' Club, "The Gavellers," following recent election of new leaders. L-R at top: Ted Daggett of DFO, new sergeant-at-arms; Max Damon of the Local Freight Office, new secretary; John Detlor of Freight Department, new president; Henry Freeman, DFO, retiring president; James Shea, GPO, retiring vice president; E. P. (now Private) Ginn of the Supt's office, retiring secretary. Vice Pres. Elect Walter Jennison of the Passenger Dept. and Vic Arenth, DFO, retiring Sgt.-at-arms were absent when picture taken.

GIRLS' BASKETBALL TEAM met at the Annual Industrial League Banquet at the Palace Hotel, May 26. L-R around table: Barbara Hogan, Kay Hanssel, Ed. Gibson, SP Club VP of Socials; Gertrude Cook, John Kearney, SP Club president; Marian Morgan, team manager; Jeane Lequatte, Pat Anthony, Phil Young, SP Club governor; Nell Arp, Mary Nelson, Caesar Baldassari, SP Club VP Athletics; Alice Goessel, Fred Goessel, Betty Seaput and Ruth Morris. Mary Homesley, Alma Plum and Julie McKinney were not present.

STORES ANNUAL EPIC, the baseball game between the married men and single men of the General Office Purchasing and Stores Department, ended in a landslide victory for the married men, 14-4. "Class will tell" was the comment of the victors and the losers wouldn't talk. Peace reigned as they gathered for the picture at left.

AMONG THE VETERANS WHO RETIRE

General Office: Frank Harvey, chief clerk and Notary Public in the Law Dept., retired June 1, after 34 years' service. He came to SP in 1908 as clerk in the Auditor Disbursements, transferred to the Law Department in 1912, became chief clerk in 1927. • **Martin T. Dyer,** widely known over Pacific Lines through the investigations he has conducted as assistant chief special agent, retired July 1 after railroad service of nearly 41 years. He first worked for the old Central Pacific in 1887 as a track laborer at Blue Canyon, and later as a bridge carpenter on the Sacramento, Los Angeles and Tucson divisions. He was a brakeman until June, 1894, when he was appointed a deputy constable in his old home town of Colfax. It was not until 1903 that he returned to SP as a section foreman, and in 1911 became a member of the Company's police department, in which work he advanced to be appointed asst. chief special agent in Feb. 1919.

Tucson: W. C. Heim, station agent at Phoenix, retired May 31 after continuous service with SP since 1916 when he started as agent telegrapher on the Phoenix Division of the Arizona Eastern Ry. In 1924 he came to the Tucson Division as station agent. • Annuity applications have been approved for **John F. Brown,** agent; **Frank L. Irby,** pumper; **J. M. Ruiz,** section laborer; **William Weis,** engineer.

Western: William Deetz, scrap sorter and former crane engineer at West Oakland Stores, took a disability pension some time back after serving on this Division since 1914. • **Nino J. Rizzo,** former gateman for the Interurban Electric, retired recently. • Annuity applications have been approved for **Hans Damker,** millman; **Henry M. Fujii,** roundhouse foreman; **Donald S. Leidig,** engineer; **John S. Sherburne,** engineer; **Walter F. Wright,** engineer; **Wilbur S. McGlothlin,** brakeman on TER.

Portland: L. C. Hartwig, division electrician, accepted his pension as of June 1, after service dating from 1913. The rather unusual gifts given him by his friends—a barometer and an air mattress—will fit nicely into his cabin cruiser where he plans to spend much of his leisure time.

Sacramento: J. E. DuBose, locomotive engineer, brought his last train into Dunsmuir, May 31. He was met by a large group of friends and presented with a traveling bag. DuBose started with SP in 1897 as a fireman in Sacramento. He was made engineer in 1902, working out of Sacramento until 1906, when he moved to Dunsmuir from which point his retirement is effective. • **James Bolan** retired from Sacramento Shops after 36 years' service in the Brass Foundry there. He is pictured receiving gift from Foreman Anater and the boys on next page. • Annuities approved: **Daniel Lord,** conductor; **Ralph E. Summerfield,** yardman; **Edward T. Williams,** switchtender.

Coast: Annuities approved: **Giovanni D. Maffei,** section laborer; **Leo M. Miller,** brakeman.

Los Angeles Shops: Frank Concan, painter helper, retired May 29, after 23 years' service.

El Paso Shops: Annuity approved: **Francisco Martinez,** freight carman helper.

Sacramento Shops: Annuities approved: **William C. Dunn,** steel car repairer; **Sam Paladino,** sheet metal worker helper.

San Joaquin: Annuity approved for **Albert S. Bedford,** engineer.

Shasta: Annuity approved for **John Conway,** conductor.

Miscellaneous: Annuities approved: **Miss Eness B. Benton,** Nurse's Aid, Genl. Hospital; **Kaichi Maekawa,** chef, DCHR &NS Dept.



T. E. JACKSON boards the train at Tucson to take up his new position of General Bridge & Building Supervisor in S. F. Jackson came to SP in 1925 but his railroad experience dates from 1918. He has been foreman, general foreman, asst. and B&B supervisor—all on the Tucson Divn.

RETIRED ENGINEERS, pictured below, joined 310 members and wives at the Fourth Annual Dinner of Division 126 of the BofLE in Los Angeles. Divisions 5, 660, and 662 attended to honor retired members. Music by the Edison High School Band, vocal numbers by Mrs. Charrette and Mrs. Hall, recitation by Mrs. Roscoe Steele, presentation of 40-year pins to E. Hoag and W. W. Judy (see picture above), presentation of past chiefs' badges to J. E. Cram and J. Salonika made up a full evening that all found enjoyable. Feature of speakers' table decoration was a model Central Pacific train loaned by railroad historian, G. M. Best. Wm. R. Topham was in charge of arrangements. Below, L-R (seated) Wm. R. Topham, L. D. Ward, W. F. Bowen, R. Penfield, J. L. Hooper, Wm. H. Ham. Standing: Chas. Osgood, R. C. Ball, Robt. Strathearn, Chas. B. Diamond, W. E. Lash, S. M. Collins, O. L. Lewis, R. L. Wallace, Eugene Hoag; (front) Andy Wekre, W. B. Clark, Jesse Kirk, J. W. Reinhardt, Frank Zuber.





FORTY YEAR PINS were awarded by P. O. Peterson (at microphone), general chairman for BofLE on Pacific Lines, to Engineers Eugene Hoag and W. W. Judy, commemorating their forty years' membership in brotherhood. Event at which presentation was made is described above picture below.

Promoted & New Jobs:

Passenger Traffic: Promotions in the General Passenger Office reported in last month's *Bulletin,* moving L. C. Ioas to asst. to vice president, brought C. E. Loubert, asst. general baggage agent since March, 1940, to the Passenger Dept. as supervisor of train service. Loubert was chief of the train service bureau before advancing to the Baggage Dept. position, and h... had Passenger Dept. service since 1914.

Freight Traffic: General Freight Dept. announces promotions for **B. J. O'Donoghue, E. W. Hardies, F. T. Doyle, G. W. VanDyke, J. L. Ryan, W. J. Strange, R. D. Foley, A. S. Andrews, W. S Wright and S. G. O'Brien. Wm. H. Dyer** and **B. A. Lowe** were assigned to Oakland DFO. Welcome to newcomers **Wm. L. Riley, Wm. A. McGinigle, Wm. Penney,** and **A. L. Johansson.**

Operating: The creation of a new trainmaster's position at Carrizozo, brought **W. B. Sharp, Jr.,** to that city from the same position in Tucumcari; Trainmaster **F. E. Kalbaugh** of Portland moved to Tucumcari. Trainmaster **C. H. Grant** of Eugene moved to Portland, and General Yardmaster **D. P. Boykin** of Eugene was made trainmaster there. Boykin started with SP in 1926 on the Portland Divn., was made asst. trainmaster at Crescent Lake in 1941, general yardmaster at Eugene in 1942. **A. J. O'Northam,** former night general yardmaster at Eugene succeeds Boykin. He has continuous service, all on the Portland Division, from 1923. • Creation of position of chief train dispatcher at Eugene brought appointment of **V. N. Fields,** formerly asst. chief train dispatcher on the Portland Division. He started with SP in 1908 in Portland, was made telegrapher in 1909, dispatcher in 1918, asst. chief dispatcher in 1941. • Employes on Salt Lake Division receiv-



GOODBYE TO BOLAN was the occasion of the above gathering at Sacramento Shops from which Jim Bolan retired June 10 after 36 years service with SP. Jim, a Brass Foundry worker, was given substantial check by Foreman Anater on behalf of co-workers.

ing congratulations are Geo. Gibbons, promoted to new position, transportation clerk, Ogden, May 6; and newcomers—Material Clerk-timekeeper R. E. Bray, Clerk-stenos. S. B. Buchtel, S. J. McCormick and Edith Peck of Ogden; C. H. Johnson of Sparks, B. E. Thompson of Westwood, Hazel G. Brenner of Sparks and Cashier J. F. Cummins of Luning. • Welcome to newcomers on the San Joaquin Division: Timekeepers Roy E. Kreitzberg and Wm. E. Catlin of Bakersfield. Yard Clerks E. J. Ramsey and B. K. Turner of Fresno, Steno Clerks L. V. Arant and V. E. Ahlberg of Fresno. • J. N. Sherbourne, former general clerk in the General Manager's office, was promoted to asst. supervisor of merchandise service in the Supt. of Transportation's office. Most of Sherbourne's service before coming to the General Office was with the Interurban Electric Lines. • H. A. Teal, formerly clerk in the Supt. of Transportation's office, was appointed district car service agent with headquarters at Los Angeles. He came to the General Office from the yard office in Klamath Falls after service on the Tucson and Western Divisions.

Stores: Following the promotion of U. B. Dorrett to chief clerk to Stationery Storekeeper W. P. Beall, Raymond P. Bannister was appointed stationery stockman in the Genl. Office. • At West Oakland Genl. Stores Ross M. Conlin was named head stock clerk to supervise preparation of War Production Reports;

COLLECTOR is C. A. "Cy" Robbins, chief clerk in the Commissary Department at Portland, and his specialty is Mexican miniatures. The two cases pictured are filled with fine examples of Mexican workmanship; carvings in wonderful detail and perfect scale. Cy says that most of the objects are exclusive, for when a Mexican executes a design he loses interest in it and is reluctant to repeat it. Prized is a cathedral carved in a walnut shell.



with Mrs. Stella Cowan assigned position of steno-compt. operator in the same Bureau. Other promotions: C. F. Willis to stock clerk, A. E. Shaves to section stockman, F. J. MacDonald to utility clerk, and H. H. Hanson to abstract and report clerk.

Baggage Dept: Promotion of Asst. General Baggage Agent C. E. Loubert to Supervisor of Passenger Train Service brought advance for L. R. Shafer. Formerly chief clerk in the Baggage Dept., he replaces Loubert as assistant general agent. Shafer started with SP in 1909 in the General Baggage Office at the SF Ferry Building. He is succeeded by T. J. Garrick, former secy. to general baggage agent.

Hospital Dept.: Following the death of Dr. G. S. Hall, June 4, Dr. Mark T. Steele was appointed asst. SP chief surgeon in the SP Hospital Dept. at Los Angeles. Dr. Steele has been with SP since 1921. He is succeeded as division surgeon by Dr. R. W. Starr, who has served with SP since 1923.

- V -

Married:

Either the *Bulletin* correspondents are falling down on us or the month of June isn't the popular marriage month we've heard it was, for the number of railroad vow-takers is sparse this month. John L. Ferrell, Terminal Trainmaster's stenographer at Tracy, married Miss Priscilla Scherb in Tucson, April 15. • Others on the Western Division to exchange vows were Louis Peavich to Miss June Pries, May 30; Louis Ricardez in Reno, June 13. Both are piper helpers in West Oakland. • While we usually confine marriage notes strictly to railroaders, we have to mention the recent marriage of Ed. F. Stone, Jr., to Miss Irene E. Johnson, in Sacramento, June 7. Ed. is the son of Machinist E. F. Stone, and Irene the daughter of Brakeman Ed. J. Johnson, both SP railroaders in Sacramento. • Anton Sulzmann to Ida May Wageman on June 14 in Reno. Sulzmann is a sheet-metal worker in the Sacramento Shops. • Three recent marriages were reported from Asst. Passenger Accts.: Dorothy Kirschbaum to Bert Frisella, June 14; Alice Eager to Roswell McFadden, June 20; Mary Patricia Johnson, June 21. (See picture on page 20.)

- V -

Born:

If you come within fifty yards of Vito L. Giampietro, passenger carman at L. A. Shops, you're going to hear all about the new baby girl in his house since April 20. • Mr. and Mrs. Sam Marusich celebrated the arrival of a daughter, April 26. Sam is a boilermaker at El Paso Shops. • While still on the Shops theme we salute Mr. and Mrs. Matt LaFranco (blacksmith) on arrival of a daughter, June 7; Mr. and Mrs. Joe August (boilermaker) a daughter, June 2; Mr. and Mrs. Joseph Verdina, (pipentter), a daughter; Mr. and Mrs. Ed. J. Space, (machinist), a son, May 28; Mr. and Mrs. Ben Baez (blacksmith helper), a son, May 15; Mr and Mrs. J. Williams (machinist), a daughter, June 13; Mr. and Mrs. Oscar Violet (welder), a son, May 28. All work in Sacramento Shops. • Donna Sharon is the lovely name of the lovely daughter at the home of Mr. and Mrs. K. L. Rickman since June 9. Rickman is a brakeman on the Western Division. • To Mr. and Mrs. Fred Rehrmann, a son, Robert Frederick. Fred is Coast Division Fireman, and proud grandfather is E. B. Dickie, car inspector foreman at Watsonville Junction.

- V -

Died:

Hospital Dept.: The death of Dr. Giles S. Hall, asst. to the chief surgeon at Los Angeles, in the SP General Hospital, June 4, brought sorrow to his many friends in the Los Angeles area. Dr. Giles joined the SP's Hospital Department in 1913, enjoyed outstanding popularity with SP railroaders throughout his career.

Traffic: J. H. Ahnden, TFA at Salinas, June 17, after a brief illness. Ahnden served with Freight Traffic since 1928, working in both San Francisco, Oakland and PMT traffic offices before going to Salinas in 1940. • Pensioners William F.



OFF TO ARMY is General Clerk Lloyd C. Starr of the Los Angeles Shops, shown accepting a radio from Asst. Supt. S. M. Houston on behalf of his fellow workers. Starr reported to Uncle Sam along with many another Los Angeles selectee, on June 15.

general freight agent, June 6; O. J. Coen, chief clerk in Los Angeles DFO, June 18, after brief illness.

Los Angeles: Leo M. Miller, conductor, May 26. • Pensioners: Samuel J. McDaniel, carpenter, May 19; Thomas Mills, roadmaster, June 5.

Tucson: Pastor C. Romero, freight car repairer, June 9; Aniceto Panuco, extra gang laborer, May 14. • Pensioners: Vicente A. Boltares, boilermaker helper, May 18.

Coast: Wilber Trickey, yardman, in Genl. Hospital, June 8. • Pensioners: Malachy J. Coffey, crossing flagman, May 3; Albert E. Rice, towerman, June 16.

Sacramento: Fred W. Frese, brakeman, in Genl. Hospital, May 31. • Clyde B. Hopkins, clerk at Gerber, May 24. • Angelo Pucetti, boilermaker helper at Roseville, June 3. • Paul A. Bousious, boilermaker helper at Gerber, in Genl. Hospital, May 25. • Zeffero Venturi, carman at Roseville, died May 27. Pensioners: M. S. Dubelbeiss, car helper, May 31; Robert Reibstein, conductor, June 1.

Sacramento Shops: John Salkeld, boilermaker, May 30. • Donald Jurasin, car builder, May 31 as result of auto accident. • William Andrews, car builder, Car Shop 3, June 4. • Pensioners: Bartholomew F. Shortliffe, bricklayer, June 4 at age of 85; John G. Sullivan, machinist, May 15; Charles H. Rippon, estimator, June 14; James Whitting, machinist helper, June 14.

San Joaquin: James Quinn, yardman at Fresno, June 1, after service dating from 1920.

Portland: Pensioners: Clarence Smith, B&B foreman, June 13, at age of 72. He was pensioned in 1934; E. D. Barker, brakeman, May 23; Henry Jerrett, laborer, June 5; Rodney N. Melvin, section foreman, June 10; Clarence Smith, B&B foreman, June 13.

Western: Carl Nielson, passenger carman at West Oakland, June 11, after short illness. • John J. Burrows, telegrapher, May 27. • Catillo Catarino, stores laborer, May 28. • Pensioner Will Merriman, agent, May 28. • John Pretty, carpenter, West Oakland Mill, June 3.

Salt Lake: Harry E. Stevens, painter on section gang, at Winnemucca.

El Paso Shops: John J. Stevens, boilermaker helper, May 5, after 27 years service with SP.

Shasta: William Winter, locomotive engineer, in Genl. Hospital, June 3.

Rio Grande: Pensioner Frank W. Sharpe, train dispatcher, May 21.

General Office: Pensioner Harry F. Crawford, clerk Aud. Misc. Accts., June 8.



PRIZEWINNER is Fred E. Taylor, traveling passenger agent at Portland, and a highly surprised one, too. For many years he accompanied athletic teams from Oregon State College on their various trips. This year he traveled to Durham, N. C., with the great Beaver team that upset Duke in Rose Bowl game. To the team went national honors, and from the team to Fred went the trophy he's holding; a token of gratitude from the boys for fine manner in which he took care of every travel detail.

The "Bulletin" Correspondents—*They'd like to Have You BUY BONDS!*

WESTERN DIVISION: Walter E. Lake, lease agent, Oakland Pier. *Assistants:* Henry Loretz, Oakland Pier; E. O. Ornelles, West Oakland Yard; R. Rooney, Water Service Dept.; J. P. Francis and T. Vandervoort, West Oakland; R. J. LeClert and F. R. Stevenson, Tracy; Phillip P. Healy and Sam Reeves, Gen'l Freight Terminal, Oakland; A. R. Caughey, Stockton.

SACRAMENTO DIVISION: J. A. Collins, ass't chief clerk, Sacramento. *Assistant:* W. C. "Sparky" Heilbron, Roseville.

SALT LAKE DIVISION: George Greenwood, sup't sec'ty, Ogden. *Assistants:* Bruno Tarsone, Sparks; D. DeGroot, Montello; Wm. H. Gaarde, Carlin; H. B. Lukey, Imlay.

PORTLAND DIVISION: Howard E. Bailey, sec'ty to ass't superintendent, Portland. *Assistants:* All agents and roadmasters' clerks.

COAST DIVISION: J. A. Knudsen and Marty Boland, 3rd St., San Francisco. *Assistants:* T. J. O'Conner, San Luis Obispo; F. J. McCabe, Watsonville Junction; R. McClintock and S. W. McCarley, San Jose.

SAN JOAQUIN DIVISION: Leila Ziegler, Bakersfield. *Assistants:* Al. Anderson, Fresno; E. W. Smith, Bakersfield roundhouse; Geo. Bennett, Mojave.

LOS ANGELES DIVISION: Walter S. Olson, sup't sec'ty, Los Angeles. *Assistants:* Jas. B. Steele, Taylor Roundhouse; Max M. Damon, L. A. Freight Station.

TUCSON DIVISION: Leroy Magers, ass't chief clerk, Tucson. *Assistants:* Mike Quihuis, Tucson; Eddie Anaya, Yuma; D. B. Dorsey, Phoenix; H. C. Collier, Gila; Max Richards, Globe.

RIO GRANDE DIVISION: Robt. R. Hall, head clerk, Div. Egr., El Paso. *Assistants:* R. U. McLean, El Paso; L. B. Armstrong, Tucumcari; R. D. Robin, Deming; Geo. Ferguson, Douglas; J. S. Stearn, Carrizozo.

SHASTA DIVISION: W. L. Minor, Dunsmuir. *Assistant:* Frank Peyton, Klamath Falls.

STORES DEPT.: Jack Griffin, Gen'l Storekeeper's Office, S. F. *Assistants:* C. Pine, Sacramento; F. M. Connett, West Oakland; F. J. O'Donnell, Los Angeles; E. E. Cummings, El Paso; C. S. Boroughs, Portland; W. P. Beall, West Oakland.

SACRAMENTO GEN'L SHOPS: Fred Moseley, W. J. Lambert, R. H. Johnson.

LOS ANGELES GEN'L SHOPS: Carl G. Randall.

EL PASO GEN'L SHOPS: Ellis Crysler, general clerk.

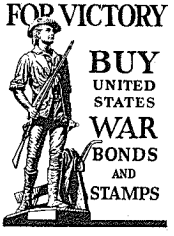
TELEGRAPH DEPT.: Miss "Pat" Dowd, general clerk, San Francisco. *Assistants:* Evelyn Cutter, "BD", San Francisco; C. E. Welsh, "US", Tucson; Fern Liston, "SD", Los Angeles; J. K. Brent, "H", Sacramento; J. W. Clark, "SW", El Paso; L. V. Hawkins, "DW", Portland.

TRAFFIC DEPT.: Dorothy Ferle Johnson, Gen'l Freight, S.F.; I. R. Jarman, Gen'l Pass., S.F.; Paul Streight, Gen'l Freight, Portland; Chas. Mullis, Gen'l Freight, L. A.; Chas. G. Shea, Gen'l Pass., L. A.; L. E. Helmer, Dis. Pass., S. F.; Al Walling, Dis. Pass., Oakland; Frank Wisdom, Dis. Pass., L. A.; E. D. Culp, Seattle.

GENERAL OFFICES: Norman Wiley, Ass't Gen'l Auditor; O. W. Hellwig, Auditor Misc. Accounts; Russell Knox, Auditor Cap. Expenditures; G. D. Frey and Mrs. M. L. McCollum, Aud. Disbursements; H. F. Woods, Aud. Freight Accts.; Herman Nelson, Aud. Pass. Accts.; Everett Dial, Central Timekeeping; August Cheyrias, Equipment Service; Beth G. Parliman, Law; W. C. Allen, Dining Car; R. J. Dettling, Chief Engineer; W. J. Hayes, Purchasing; A. L. Fritz, Freight Claim; Bert Ream, Operating.

PACIFIC MOTOR TRUCKING: V. L. Richeda, San Francisco. *Assistants:* E. R. Smith, Portland; O. M. Meishelmer, Los Angeles; Allen Hansen, Tucson.

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